

**Minutes of the 5<sup>th</sup> Meeting of  
Traffic and Transport Committee  
Yau Tsim Mong District Council (2012-2015)**

**Date :** 29 November 2012 (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	Ms KWAN Sau-ling
Ms KO Po-ling, BBS, MH, JP	Mr HAU Wing-cheong, BBS, MH	Mr WONG Kin-san
Mr CHAN Siu-tong, MH	Mr HUI Tak-leung	Mr WONG Man-sing, Barry, MH
Mr CHAN Wai-keung	Mr HUNG Chiu-wah, Derek	Ms WONG Shu-ming
Mr CHOI Siu-fung, Benjamin	Mr LEUNG Wai-kuen, Edward, JP	Mr YEUNG Tsz-hei, Benny
Mr CHONG Wing-charn, 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	

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 (Acting)	Transport Department
Ms KUNG Wai-han, Sally	Engineer/Mongkok & Yaumatei	Transport Department
Mr PANG Tat-wing	District Engineer/Mong Kok	Highways Department
Mr LEE Chung-kin	Chief Inspector of Police Operations (2) (Mong Kok District)	Hong Kong Police Force
Mr MOK Man-wai	Officer in Charge District Traffic Team (Mong Kok District)	Hong Kong Police Force
Mr SHING Kin-wah	Officer in Charge District Traffic Team (Yau Tsim)	Hong Kong Police Force

**In Attendance:**

Ms Peggy WONG	Assistant Manager, Planning and Development	The Kowloon Motor Bus Co. (1933) Ltd.
Mr HO Wing-hong	Executive (External Affairs)	The Kowloon Motor Bus Co. (1933) Ltd.
Mr YIP Koon-keung, Ken	Senior Engineer/Priority Railway	Transport Department
Mr CHO Chung-hon, John	Engineer/Priority Railway	Transport Department
Ms Lily CHAN	Division Director	MVA Hong Kong Ltd.
Mr Edmund KWOK	Associate	MVA Hong Kong Ltd.
Mr LEE Kin-wa	Director	Meinhardt Infrastructure and Environment Ltd.
Ms CHANG Yuen-ni, Yvonne	Senior Estate Surveyor/Kowloon Central	Lands Department
Mr LAM Yee-por	Principal Estate Officer/Lease Enforcement Unit	Lands Department
Mr SO Hoi-ying, Peter	Structural Engineer	Buildings Department
Mr Raymond CHAN	General Manager	Kai Shing Management Services Limited
Mr Ken HO	Senior Property and Facility Manager	Kai Shing Management Services Limited
Mr Chris LAI	Director of Safety and Security	Royal Plaza Hotel
Ms Julia LAU	Director	TRCES Ltd.
Mr CHAN Hok-man	Engineer/Planning 2	Transport Department
Ms Lilian YEUNG	Public Relations Manager-External Affairs	MTR Corporation Limited
Ms LAM Man-han	District Operations Officer (Yau Tsim)	Hong Kong Police Force
Ms CHEUNG Lui	Assistant District Operations Officer (Yau Tsim)	Hong Kong Police Force
<u>Secretary</u>		
Ms MAN Shuk-yan, Karen	Executive Officer (District Council)1, Yau Tsim Mong District office	Home Affairs Department

**Absent:**

Mr SO Tsz-wing                      Co-opted Member

**Opening Remarks**

The Chairman welcomed Members, representatives from government departments and all attendees to the meeting.

2. The Chairman said that he would introduce later representatives from government departments and other attendees of the meeting before discussion of each item. He proposed that Members who had submitted papers be given no more than two minutes to make supplementary remarks, and that each Member be allowed to speak twice on each item: two minutes for the first time and one minute for the second time. Participants had no objection to the proposal.

3. The Chairman said that he would leave the meeting at 3:30 p.m. due to other business. He asked Councillors and Members whether they agreed that the meeting should be presided over by the Vice-chairman in due course. There was no objection. The Chairman further reported that Mr SO Tsz-wing was absent due to other commitments.

4. The Chairman said that the audio recording of the meeting would be uploaded to the website of the Yau Tsim Mong District Council (“YTMDC”). In addition, according to standing orders, the Chairman might issue Members or members of the public who were attending/observing the meeting with a warning if such persons behaved in a disorderly manner that resulted in interruption of proceedings of the meeting; in the event that the warning was not heeded, the Chairman might order removal from the meeting of such persons.

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

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

**Item 2: Matter Arising:  
Request for Review of Public Transport Support Facilities in Tai Kok Tsui (“TKT”)  
(YTMTTC Paper No. 48/2012)**

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

- (i) Ms Christine YUEN, Senior Transport Officer/Yau Tsim Mong (Acting) of the Transport Department (“TD”); and
- (ii) Ms Peggy WONG, Assistant Manager, Planning and Development and Mr HO Wing-hong, Executive (External Affairs) of The Kowloon Motor Bus Co. (1933) Ltd. (“KMB”).

(Mr Derek HUNG joined the meeting at 2:33 p.m.)

7. Ms Christine YUEN reported that the TD had liaised with bus and minibus operators to review the current overnight transport service arrangements for TKT. Since the passenger volume of some overnight routes (such as minibus No. 43M and bus No. 701S) were low, the department believed that there was no urgent need to extend the operating hours of overnight transport services in TKT. She added that the TD was currently examining the adding of a bus stop at the junction of Sham Mong Road and Hoi Fai Road to shorten the distance that residents of TKT North would have to travel for accessing bus stops. As construction works for the Express Rail Link (“XRL”) were in progress at the proposed site of the bus stop, it was necessary for the TD to conduct detailed study with the Highways Department (“HyD”) and MTR Corporation Limited (“MTRC”) on the feasibility of the said plan.

8. Mr HO Wing-hong responded that the KMB understood that there was a considerable demand for overnight bus services among TKT residents and had once considered changing the route of bus No. N216 to reach Yau Tong via TKT.

9. Ms Peggy WONG supplemented that at present the bus No. N216 mainly served

residents living in East Kowloon. If changing its route to pass through Cherry Street and Olympian City before travelling along its original route to Mong Kok Road, the travelling distance would extend by about two kilometres and the journey time would increase by six to eight minutes. She added that the current passenger volume of overnight buses to and from TKT was low, as changing the route of bus No. N216 would affect its existing passengers, therefore the KMB did not consider changing the said bus route for the time being.

10. Mr LAU Pak-kei thanked Ms Sally KUNG for conducting a site visit of public transport support facilities in TKT with Mr Benjamin CHOI after the last meeting of the Traffic and Transport Committee (“TTC”). He welcomed the TD’s suggestion of adding a bus stop at TKT North. He said that when reviewing bus route arrangements, the KMB should consider the demand for overnight transport services among TKT residents. He also asked the TD to seriously consider increasing the number of trips for minibus Nos. 12A, 12B and 13 during peak hours. In addition, he pointed out that the problem of illegal parking was serious in TKT and hoped that the Police would step up law enforcement.

(Ms KO Po-ling joined the meeting at 2:38 p.m.)

11. Mr CHUNG Kong-mo agreed to Mr LAU Pak-kei’s views. He also suggested that the TD try extending service hours of minibus No. 79K for a month and review its effectiveness afterwards.

(Mr CHOW Chun-fai joined the meeting at 2:40 p.m.)

12. Mr CHUI Kin-man supported the suggestion of Mr CHUNG Kong-mo. He also believed that the TD should strengthen publicity efforts for trial launch of the above plan, such as by posting notices at stops to inform the public of relevant arrangements.

13. The Vice-chairman hoped that the TD would consider the needs of residents living around Cherry Street when reviewing the overall public transport support facilities in TKT. In addition, he pointed out that with the continuous increase in population around the Olympic Station in recent years, the West Area Committee was concerned about the arrangements for cross-harbour feeder transport of the district.

14. Ms KO Po-ling agreed to Mr LAU Pak-kei’s remarks. She believed that it was necessary to increase the number of trips for minibus Nos. 12A and 12B. She hoped that the TD and the bus operators would meet the demand for overnight transport services among TKT residents by re-routeing.

(Mr HUI Hon-man joined the meeting at 2:43 p.m.)

15. Mr Benny YEUNG said that residents of the district had told him that the number of trips for some green minibus routes (such as No. 46) was grossly inadequate during peak hours. He asked the TD if it could make flexible traffic arrangements, such as arranging red minibuses to serve routes of green minibus during peak hours so as to divert passengers waiting at minibus stops.

(Mr CHAN Wai-keung, Mr WONG Kin-san, Mr Barry WONG and Ms WONG Shu-ming joined the meeting at 2:45 p.m.)

16. Ms Christine YUEN responded that the TD would discuss with minibus operators

about the proposal of Mr CHUNG Kong-mo to extend the service hours of minibus No. 79K. She said that the TD was also concerned about the cross-harbour traffic arrangements around the Olympic Station and had tried operating special routes (such as No. 914P) under the KMB Bus Route Development Programme. The TD and the bus company would closely monitor the effectiveness of such trial service in order to enhance bus services. She added that the TD received complaints about lost trips of green minibus No. 46 and had already asked the relevant operator to increase number of trips and arrange vacant minibuses to pick up passengers at en route stops with large numbers of passengers during peak hours.

17. Mr HO Wing-hong noted Councillors' suggestions. He said that when adjusting its bus services, the KMB would consider the demand for overnight transport services among TKT residents. Also, the KMB would strike a balance as far as possible between the extension of routes and journey time of overnight buses and its impact on passengers of other districts.

18. Mr Benny YEUNG said that the TD had yet to respond to whether the proposal of deploying red minibuses to serve routes of green minibuses during peak hours was feasible.

19. Mr LAU Pak-kei pointed out that the problem of illegal parking was serious around Wai On Street, Lok Kwan Street, Chung Wui Street and Tai Kok Tsui Road, and the problem had even affected the access of minibuses Nos. 12A and 12B to the area. He reiterated that it was necessary for the Police to step up law enforcement against illegal parking. In addition, he noted that there were frequent lost trips of minibuses Nos. 46 and 70, therefore he requested the TD to strengthen monitoring of the situation and reflect the issue to the operators in order to maintain a stable number of trips. He also hoped that the KMB would take full account of the needs of residents in both new and old areas of TKT when reviewing overnight bus services.

20. Ms Christine YUEN responded that under TD's current policy for operation scope of public light buses, the department had reservations about the proposal of deploying red minibuses to serve routes of green minibuses during peak hours. She supplemented that the TD had met up with the relevant green minibuses operators to urge them to closely monitor their services, and to increase number of trips and arrange vacant minibuses to pick up passengers at en route stops with large numbers of passengers. The department would also closely monitor the relevant service situation.

21. Mr MOK Man-wai reported that more than 6 000 fixed penalty tickets had been issued against illegal parking in TKT by the Mong Kok Police District over the past six months, and four operations had been conducted in TKT by the Traffic Team and a Task Force to charge drivers of illegally parked vehicles during last month. He said that the Mong Kok Police District would continue to step up enforcement against illegal parking.

22. Mr HO Wing-hong noted Mr LAU Pak-kei's views. He said that the KMB would strike a balance between the traffic needs of residents living in the old and new areas of TKT when adjusting bus routes and service hours.

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

(Mr Edward LEUNG and Mr Chris MAN joined the meeting at 2:54 p.m.)

**Item 3: Progress Report on District Traffic Improvement Projects under Construction or Planning by TD/ HyD (as at October 2012)**  
**(YTM TTC Paper No. 56/2012)**

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24. The Chairman welcomed Mr PANG Tat-wing, District Engineer/Mong Kok of the HyD to the meeting.

25. Mr PANG Tat-wing briefly introduced the paper.

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

**Item 4: Proposal to Link West Kowloon New Development Area and Accesses in the Vicinity**  
**(YTM TTC Paper No. 57/2012)**

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

- (i) Mr Ken YIP, Senior Engineer/Priority Railway and Mr John CHO, Engineer/Priority Railway of the TD;
- (ii) Ms Lily CHAN, Division Director and Mr Edmund KWOK, Associate of the MVA Hong Kong Ltd.; and
- (iii) Mr LEE Kin-wa, Director of the Meinhardt Infrastructure and Environment Ltd.

28. Mr John CHO, together with Mr Edmund KWOK from the consultant company, gave a powerpoint presentation to briefly introduce the paper.

29. The Chairman asked the TD to provide the Secretariat with a soft copy of the powerpoint presentation for the perusal of Councillors and Members.

30. Mr Derek HUNG said that he had attended a district workshop on the alignment options of pedestrian links for West Kowloon Development Area and its connections with surrounding, and wanted to know whether the authorities would consider allowing the pedestrian links to connect to Jordan Road directly via King George V Memorial Park, Kowloon without passing through Bowring Street and Shanghai Street. He recalled that the MTRC had undertaken earlier to add a lift at Exit A1 of Tsim Sha Tsui MTR Station, therefore the related works should not be deemed as part of the options for enhancement of grade pedestrian facilities of the Kowloon Park.

31. Mr HUI Hon-man predicted that the flow of people at the exits of pedestrian links at Jordan Road would increase, so he recommended the TD to consider widening the pedestrian links. He was glad to hear that a lift would be built at Exit A1 of Tsim Sha Tsui MTR Station, and wanted to know whether a lift could also be added at Exit B1. In addition, he pointed out that escalator maintenance at MTR Stations took too long, he requested the MTRC to pay attention to this.

32. Mr HAU Wing-cheong was worried that a series of works to connect pedestrian links and construct entrances/exits would aggravate traffic congestion at Jordan Road.

33. Mr CHAN Sik-ming suggested that the TD build an escalator at Park Lane Shopper's Boulevard to connect Kowloon Park for the convenience of members of the public.

34. Mr CHUI Kin-man supported the alignment of pedestrian links but was worried about public order problems that might be resulted from the low flow of people at night.

(The Chairman left the meeting at 3:15 p.m.)

35. Mr WONG Kin-san wanted to know whether the TD would only choose one out of the two alignment options for pedestrian links or it would adopt both. He believed that works for pedestrian links connecting the West Kowloon Development Area with Tsim Sha Tsui district could be completed earlier than the scheduled time since the works involved were relatively simple.

36. Mr HAU Wing-cheong said that the authorities would implement road closure during the connection works for the pedestrian links, however, at present the road section between Shanghai Street and Austin Road was severely congested, so he wanted to know whether the TD had any special arrangements or measures to alleviate the traffic pressure around the area.

37. Mr Ken YIP's responses to the enquiries of Councillors and Members were as follows:

- (i) There were many underground facilities, such as culverts and drains with a diameter over two metres, beneath the section of Jordan Road near the King George V Memorial Park. If the alignment of the pedestrian links was to pass through the said section and then connect to the existing Ferry Street pedestrian subway, it would be impossible to bypass those large-scale underground facilities mentioned above, which would make the works complicated and lengthen the construction time required. Therefore the TD believed that this alignment option was not feasible.
- (ii) The TD noted Member's suggestion of widening pedestrian links. The current option was still in its preliminary stage of development, the department would study carefully the detailed arrangements for pedestrian links.
- (iii) The TD would reflect the views of Councillors and Members to the MTRC regarding the building of lifts at Tsim Sha Tsui MTR Station and the prolonged maintenance period for escalators at MTR Stations, also their demand for the MTRC to take follow-up actions.
- (iv) The TD had studied the proposal of building an escalator at Park Lane Shopper's Boulevard to connect Kowloon Park, but the flow of people of the said road section failed to meet the requirement for an additional escalator.
- (v) The TD had considered the alignment of direct access to Shanghai Street via Bowring Street. However, relocation of licenced stalls at the pedestrian zone of Bowring Street would be required, which would affect hawkers and residents of the area, the TD gave no further consideration to this alignment.
- (vi) The TD would try to avoid the use of open cut method. Partial closure of roads would be arranged to minimise the impact of the works on nearby traffic.
- (vii) Since traffic at Jordan Road was extremely busy, careful consideration would be given before TD's implementation of temporary traffic diversion measures at Jordan Road.
- (viii) The TD noted Members' concern about the issue of public order at the pedestrian links. The department would conduct detailed study on the lighting system, opening hours and daily management of the pedestrian links

at a later stage.

- (ix) The two options of pedestrian links could be implemented independently. The current traffic study only marked the preliminary stage of works, other procedures such as feasibility studies and fund applications would be carried out later before the commencement of works. It was estimated that the works would take seven to eight years to complete.

(Mr LEUNG Ping-foon left the meeting at 3:25 p.m.)

38. Ms KO Po-ling supported the two alignment options in principle as she believed that they would help to divert the flow of people at the West Kowloon Development Area. She stressed that the TD should make pedestrian safety and public order its primary considerations when deciding the alignment of pedestrian links. She also wanted to know whether it was feasible to develop areas on both sides of the underground pedestrian links into shopping malls.

39. Mr Derek HUNG understood that it was relatively complicated and time consuming to connect pedestrian links in the Jordan area to the West Kowloon Development Area, and that the works to enhance at grade pedestrian facilities at the Kowloon Park was simpler. In this connection, he wanted to know whether there were other major works items under this project besides the building of a footbridge connecting China Hong Kong City to the West Kowloon Development Area. He reiterated that the MTRC had already committed to adding a lift at Exit A1 of Tsim Sha Tsui Station one year ago, and hoped that the TD could check out its progress with the MTRC.

40. Mr CHUI Kin-man recommended that the TD install closed circuit television cameras at proper locations along the pedestrian links to strengthen security.

41. Mr Ken YIP responded that the TD attached great importance to the safety and security of pedestrian links, and that these factors were among the primary considerations in the design of the works. In regard to the suggestion of developing underground shopping malls, he believed that it was theoretically feasible, however widening of pedestrian links and extension of scope of road closures would be required, which were both technically difficult. He added that the TD had considered a number of options to connect the West Kowloon Development Area with the TST area. Out of those options, the one making use of the existing footbridge connecting China Hong Kong City and Kowloon Park to connect with Park Lane through at grade accesses inside Kowloon Park was most preferred. He said that the department had also suggested the provision of access ramps and escalators in the area between Kowloon Park and Park Lane for the convenience of people in need. The department would look into the suggestion of installing closed circuit television cameras in due course.

(Mr CHOW Chun-fai and Mr LEUNG Shiu-cheong left the meeting at 3:38 p.m.)

42. Ms KO Po-ling believed that the proposed TST pedestrian links might not be able to divert the flow of people around Austin Road.

43. Mr Ken YIP noted Ms KO Po-ling's comments. He would refer her comments to the responsible TD staff for follow-up actions.

44. There being no further comments, the Vice-chairman closed the discussion on this item.



**Item 5:            Land Use of 152A-D Prince Edward West, Mong Kok**  
**(YTM TTC Paper No. 58/2012)**

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45.    The Vice-chairman welcomed the following representatives to the meeting:

- (i)    Ms Yvonne CHANG, Senior Estate Surveyor/Kowloon Central and Mr LAM Yee-por, Principal Estate Officer/Lease Enforcement Unit of the Lands Department (“LandsD”);
- (ii)   Mr PANG Tat-wing, District Engineer/Mong Kok of the HyD;
- (iii)   Ms Sally KUNG, Engineer/Mongkok & Yaumatei of the TD; and
- (iv)   Mr Peter SO, Structural Engineer of the Buildings Department (“BD”).

46.    Mr Paul LAW and Mr CHUI Kin-man supplemented the paper with some additional information.

47.    Mr LAM Yee-por responded that the LandsD had received a number of complaints about the change to the registered land use of 152A-D Prince Edward Road West in 2010. After checking with the respective land lease, the LandsD confirmed that the lot owner was required to provide at least 12 parking spaces and one one-way carriageway at the lot, and the department had already demanded the lot owner to immediately reinstate the lot to its registered land use; however, the one-way carriageway had yet to be reinstated and the LandsD was actively following up on the case.

48.    Mr Peter SO pointed out that the BD had received many complaints stating that the lot mentioned above had been changed to an hourly car park since June this year. The department had already requested the lot owner to carry out reinstatement works according to the original approved plan. In addition, the guard kiosk of the car park was an unauthorised structure, which had been removed by the lot owner in November after receiving an advisory letter from the BD.

49.    Ms Sally KUNG said that many members of the public were concerned about safety at the said road section. After a site visit conducted by the TD, it was found that the level and dropped kerb at the entrance of the car park had been altered, making it difficult for pedestrians to notice that it was a vehicular access. The TD had contacted the HyD and requested it to provide improvement methods for the sake of pedestrian safety.

50.    Mr PANG Tat-wing said that the HyD had already sent a letter to the lot owner in regard to the alteration of the entrance of the car park and requested the lot owner to carry out reinstatement works. The HyD would continue to closely follow up the matter.

(Mr Francis CHONG joined the meeting at 3:49 p.m.)

(Mr HAU Wing-cheong left the meeting at 3:49 p.m.)

51.    Mr HUI Tak-leung said that all departments concerned had responded that they were following up on the change of land use of the lot mentioned above. He wanted to know whether the departments had specified the deadline for compliance for the lot owner to follow.

52.    Ms KO Po-ling said that she was unable to understand the responses of departments.

She added that as the plan for the said lot was approved long time ago in 1960, so it would no longer in line with the current actual situation of the Flower Market.

53. Mr WONG Kin-san said that the lot was changed into an hourly car park in recent two years, which had increased the vehicular traffic flow in nearby areas and posed safety threat to pedestrians. He wanted to know whether the hourly car park could be changed to a monthly car park to reduce vehicular traffic flow in the area. In addition, he knew that the lot owner had contacted the BD and LandsD to find out if the lot could be used for non-parking purpose. He hoped that the relevant departments would reply to the lot owner as soon as possible. He stressed that although the lot was on private land, local stakeholders should still be thoroughly consulted for their views on any change of land use.

54. Mr LAM Yee-por responded that since the relevant lot was on private land, if the lot owner wanted to change its land use and approval from relevant departments, such as the TD, had been obtained, then the LandsD would modify the land lease according to the wishes of the lot owner, so that the lot owner would be allowed to change the land use of the lot.

55. Ms Sally KUNG stressed that the TD was highly concerned about the issue of road safety at the above lot and after the meeting it would discuss with the HyD about details of reinstatement works for carriageways and draw up the works schedule.

56. Mr Chris MAN suggested painting yellow box markings at the entrance of the car park to remind drivers not to stay within the markings, so as to ensure the safety of pedestrians. He also questioned whether the change of land use should be discussed by the TTC.

57. Mr Paul LAW said that although it was stipulated in the land lease that the lot owner should provide at least 12 parking spaces at the said lot, the lot was located at the access to the Flower Market, having high volume of pedestrian and vehicular traffic, which meant that parking of cars at the lot would only make the traffic more congested. He pointed out that there was a car park nearby and questioned if it was necessary to retain parking spaces there.

(Mr CHAN Sik-ming left the meeting at 4:08 p.m.)

58. Ms KO Po-ling said that although the design of the plan for the lot was no longer catered for current needs, the lot was on private land, therefore it was required to respect the wishes of the lot owner when changing its land use.

59. Mr CHUI Kin-man agreed to Ms KO Po-ling's remarks. He believed that the plan of the lot could no longer support the current density of traffic and pedestrian movement of the Flower Market. He urged the relevant departments to negotiate with the lot owner about the change of land use.

60. Ms Sally KUNG responded that the TD would consider applications for ancillary parking facility made by individual owners according to the background of each case and standards in force. In addition, in connection to this case, the TD would coordinate with the HyD for reinstating the level and dropped kerbs at the entrance of the car park, so that pedestrians would be more alert when passing by the location.

61. Mr Peter SO supplemented that the said lot owner had entrusted an authorised professional to apply to the BD for changing the land use of the lot, but after a new trustee had been appointed by the lot owner in March this year, further information pertaining to the

application had yet to be submitted to the BD.

62. Ms Yvonne CHANG responded that if a lot owner applied for change of land use for a lot, the change concerned had to fulfil the requirements of all relevant departments. The lot owner also needed to accept any terms that would be amended or added to the lease for this purpose.

63. There being no further comments, the Vice-chairman closed the discussion on this item.

**Item 6:                    Concern over Progress of Lift Provision at Subway across Bute Street at Nathan Road**  
**(YTM TTC Paper No. 59/2012)**

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64. The Vice-chairman said that the written response of the HyD (Annex 1) had been faxed to Members for perusal before the meeting. He then welcomed Mr PANG Tat-wing, District Engineer/Mong Kok of the HyD to the meeting.

65. Ms WONG Shu-ming briefly introduced the paper. She supplemented that there were overhanging signboards erected outside buildings near the subway across Bute Street at Nathan Road, the HyD should discuss with the BD about demolition of those signboards as soon as possible to avoid deferral of construction works for the lift.

66. Mr PANG Tat-wing responded that the HyD conducted a preliminary feasibility study on works for lift provision at the subway across Bute Street at Nathan Road in 2009, and it was originally planned to submit fund application to the Finance Committee of the Legislative Council in early 2013, however, due to the implementation of the programme for “universally accessible environment”, the HyD would arrange for the funding in the form of a special fund earmarked for a special purpose instead. He stressed that only the source of funding had been changed and it would not result in any deferral of the fund application date. He added that the works was currently under design and construction. In order to allow commencement of works as soon as possible, the HyD had already obtained approval according to relevant procedures to invite tenders before obtaining the funding. The works was expected to be commenced in the first half of 2013 and completed in 2015. The HyD would contact the BD and relevant owners to follow up matters regarding the demolition or alteration of overhanging signboards erected outside the buildings.

(Mr HUI Hon-man and Mr Paul LAW left the meeting at 4:20 p.m.)

67. Mr WONG Kin-san questioned whether the works could be completed on schedule in 2015 if the HyD didn't apply for funding till 2013. He was also worried that the deferral of fund application would result in significant increase in construction cost of the lift.

68. Mr HUI Tak-leung recalled that Ms WONG Shu-ming had proposed the provision of a lift at the subway across Bute Street at Nathan Road when the previous District Council (“DC”) was in session. He believed that the HyD's fund application through the said new programme would only cause further delay of the construction progress.

69. Ms WONG Shu-ming pointed out that the HyD had drafted the relevant works plans when the previous DC was in session, and she believed that the design drawings had long since been completed. She did not understand why the HyD did not submit fund application

till 2013 and asked the department to explain. In addition, she believed that the expected completion date in 2015 was too late and unacceptable, so she hoped that the HyD would expedite the related fund application in order to commence the works earlier.

70. Mr PANG Tat-wing responded that he would convey Ms WONG Shu-ming's enquiries to the staff of the Works Division under the HyD and would reply to Ms WONG after the meeting.

71. Ms WONG Shu-ming questioned whether the HyD had submitted fund application for the works to the Legislative Council and she requested the department to respond. She believed that the HyD should provide the lift at the subway across Bute Street at Nathan Road as soon as possible, and hoped that the works could be completed in the first half of 2013.

72. Mr Derek HUNG agreed to Ms WONG Shu-ming's remarks. He considered that the HyD and attending representatives were not principal officers in charge of the works, and they failed to adequately address questions raised by Councillors. This was completely against the new Government's assertion of "taking special measures for special problems" and "addressing district issues at the local level".

73. Mr Benny YEUNG said that residents welcomed the provision of a lift at the subway across Bute Street at Nathan Road, but the HyD had not followed up this matter after it had been endorsed by the DC in 2009, so the works had yet to be carried out. He believed that 2013 should be the year for the works to complete, instead of the time for its fund application. He urged the HyD to explain why the fund application had been deferred for a number of years.

74. The Vice-chairman believed that the works had been delayed time and time again due to the bureaucratic style of the HyD. He was also dissatisfied that the department treated the DC like a rubber stamp.

75. Mr PANG Tat-wing would convey Members' questions about the timing of the fund application to the staff of the Works Division under the HyD and would make a reply after the meeting.

76. Mr HUI Tak-leung suggested that the HyD classify the relevant works as a priority project under the programme for "universally accessible environment", otherwise he would worry that the works could not be completed within the estimated completion time.

77. Mr Edward LEUNG said that the programme for "universally accessible environment" covered all footbridges and pedestrian subways of the territory, thus involving a great number of pedestrian facilities. He was worried that the assessment time for the works of lift provision at the subway across Bute Street at Nathan Road would be delayed if fund application was made through the above programme.

78. Mr Benny YEUNG said that the HyD had undertaken at a DC meeting in 2009 to commence the relevant works, but the department did not submit fund application till 2013, displaying very low efficiency in handling of this matter. He requested the HyD to expedite implementation of the works concerned.

79. Ms KO Po-ling proposed to deal with the issue under "Matters Arising" at the next meeting, and asked the HyD to send staff of its Works Division to attend the next meeting to explain why the department had not submitted the fund application for so long.

(Mr CHAN Wai-keung left the meeting at 4:35 p.m.)

80. Mr WONG Kin-san agreed to Mr HUI Tak-leung's proposal that the lift provision at subway across Bute Street at Nathan Road should be listed as a priority project. He stressed that the relevant works had long since been confirmed for commencement, so its fund application should be dealt with separately from the programme for "universally accessible environment".

81. Mr Chris MAN hoped that the HyD would send the staff who had undertaken to launch the relevant works at the said DC meeting in 2009 to attend the next meeting in order to respond directly to questions raised by Members.

82. Mr Derek HUNG agreed to Mr WONG Kin-san's remarks and said that since the relevant works had been committed for commencement at a DC meeting in 2009, it was not suitable for the HyD to include the works in the programme for "universally accessible environment".

83. The Vice-chairman decided to deal with the issue under "Matters Arising" at the next meeting. There being no further comments, the Vice-chairman closed the discussion on this item.

**Item 7:                    Concern over Bulk Vehicles Entering and Leaving Grand Century Place, Mong Kok from/for Prince Edward Road West and Their Impact on Road Safety**  
**(YTM TTC Paper No. 60/2012)**

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84. The Vice-chairman said that the written response of the LandsD (Annex 2) had been faxed to Members for perusal before the meeting. He then welcomed the following representatives to the meeting:

- (i) Ms Sally KUNG, Engineer/Mongkok & Yaumatei of the TD;
- (ii) Mr LEE Chung-kin, Chief Inspector of Police Operations (2) (Mong Kok District) and Mr MOK Man-wai, Officer in Charge District Traffic Team (Mong Kok District) of the Hong Kong Police Force ("HKPF");
- (iii) Representatives of Sun Hung Kai Properties Limited ("SHK"):
  - Mr Raymond CHAN, General Manager and Mr Ken HO, Senior Property and Facility Manager of Kai Shing Management Services Limited;
  - Mr Chris LAI, Director of Safety and Security of Royal Plaza Hotel; and
  - Ms Julia LAU, Director of TRCES Ltd.

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

86. Ms KO Po-ling said that entrance of the Grand Century Place near Prince Edward Road West was a traffic black spot. Although the mall had arranged dedicated staff to guide vehicles entering and leaving the entrance, the traffic congestion at the location had not improved significantly due to the high vehicular traffic flow there. She wanted to know any suggestions that the relevant departments had come up with to divert traffic in the area around Mong Kok East Station and the Grand Century Place.

87. Mr MOK Man-wai reported that according to police records, a total of four traffic accidents had occurred at the entrance of the Grand Century Place near Prince Edward Road West over the past year. None of the accidents involved large vehicles and the Police had not received any complaint about traffic congestion at the entrance during the said period.

88. Ms Sally KUNG responded that since the Grand Century Place was a private property, under normal circumstances, the TD would not collect traffic data concerning individual malls, such as the number and type of large vehicle, or carry out any relevant assessment. She added that the TD had not received any complaint about traffic congestion at the said entrance over the past year.

(Mr HUI Tak-leung and Mr Edward LEUNG left the meeting at 4:45 p.m.)

89. Mr MOK Man-wai supplemented that the said location was not a traffic black spot.

90. Mr Ken HO said that vehicles mainly accessed the Grand Century Place via Prince Edward Road West. The said entrance was a ramp and the footpaths nearby were narrow. There were two schools adjacent to the entrance with lots of students often passed by, therefore road safety at the said location had aroused public concern. He added that since the completion of the Grand Century Place, the management company had arranged some staff to guide vehicles and pedestrians in and out of the mall every day. However, driven by the policy concerning the "Individual Visit Scheme", the number of coaches entering and leaving Royal Plaza Hotel had increased in recent years. When these large vehicles turned into Prince Edward Road West from the exit ramp, they would occupy three traffic lanes of Prince Edward Road West, which not only increased the traffic loading of the section, but would also posed threat to road users.

91. Mr Chris LAI reported that Royal Plaza Hotel had counted the number of coaches entering and leaving the hotel via Price Edward Road West in November 2011. As shown by figures, there were approximately 447 coaches accessed Royal Plaza Hotel via the entrance of Grand Century Place near Prince Edward Road West every week. During peak hours, as many as 11 coaches accessed the hotel every hour. He also said that given the large number of tours from Mainland China visiting Hong Kong in recent years, together with coaches for guests arranged by people holding wedding banquets at Royal Plaza Hotel, it was expected that the number of coaches entering and leaving the Grand Century Place via Prince Edward Road West would rise continuously.

92. Mr Ken HO supplemented that according to the statistics from the Grand Century Place, during 2009 to 2011, there were 28 and 32 traffic accidents occurred around the mall area and public roads nearby respectively. Against this backdrop, the mall had commissioned a consultant to perform road safety assessment for the section of Prince Edward Road West near Grand Century Place.

93. Ms Julia LAU responded that Grand Century Place received a complaint from the public on 26 January which was referred by the TD. The complaint claimed that 12-metre coaches would endanger road users when entering or leaving the mall via the ramp near Prince Edward Road West. For the sake of road safety and taking into account the increasing number of coaches entering and leaving Grand Century Place via Prince Edward Road West, the consultant suggested that the one-way road leading to the mall through Luen Wan Street should be changed into a two-way road so that coaches could leave from the public transport interchange at Luen Wan Street. She pointed out that the proposal only required minor adjustment to a bend at the public transport interchange at Luen Wan Street

for redirecting coaches entering and leaving via Prince Edward Road West to Luen Wan Street. She suggested conducting a trial run to assess the effectiveness of such measure.

94. Ms Sally KUNG supplemented that the complaint from a member of the public that the TD had referred to Grand Century Place on 26 January 2012 for follow-up action did not involve the public road area in the vicinity of the mall. She added that the consultant had yet to suggest any solution to improve private road management arrangement of Grand Century Place in response to the complaint.

95. Ms KO Po-ling said that according to the suggestion made by the consultant, coaches would leave the mall via the public transport interchange next to Grand Century Place. It might affect the operation of the bus terminal, minibus stops and taxi stands at the interchange, so she questioned whether the suggestion was feasible. She believed that although the ramp exit near Prince Edward Road West was a private road, any traffic congestion there would be enough to affect traffic safety, so the TD was obliged to negotiate with developers of the mall and the hotel for improving the situation together.

96. Mr Derek HUNG wanted to know the role of the TD in the above improvement option involving the adjustment of a bend. He believed that the option was worth considering as it could mitigate the current impact on the traffic lanes of Prince Edward Road West caused by coaches using the road.

97. Ms Sally KUNG responded that the TD had reservations about the improvement option which required adjustment of a bend at the public transport interchange at Luen Wan Street. She suggested conducting a site visit with Councillors, Members and representatives of SHK after the meeting to further understand the on-the-spot situation of the public transport interchange at Luen Wan Street and the traffic condition of the public road area near the entrance at Prince Edward Road West.

98. Ms Julia LAU supplemented that similar traffic diversion measures had been piloted at Times Square, Causeway Bay during holidays and peak traffic hours, and the mall had arranged staff to guide vehicles to leave from another exit to divert traffic.

99. Mr WONG Kin-san hoped that the representatives of SHK would provide figures shown in the report prepared by the consultant to the TD and DC for reference after the meeting. In addition, he wanted to know in detail why the TD had reservations about the above improvement option.

100. Ms Sally KUNG responded that there were bus terminal, minibus stations and taxi stands at the public transport interchange at Luen Wan Street, therefore the traffic there was busy and it would be difficult to accommodate other vehicles.

101. The Vice-chairman said in his conclusion that representatives of the TD and SHK, together with Councillors of the constituency concerned, would conduct a site visit at the public transport interchange at Luen Wan Street after the meeting. He also requested representatives of SHK to provide the Secretariat with figures from the report prepared by the consultant.

102. There being no further comments, the Vice-chairman closed the discussion on this item.

(PMN: The Secretariat received information on the report prepared by the consultant from

representatives of SHK on 13 December 2012. The information had been referred to Councillors and Members for perusal.)

**Item 8: Concern over Illegal Direction Signs at Nga Cheung Road Flyover (YTMTC Paper No. 61/2012)**

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103. The Vice-chairman welcomed the following representatives to the meeting:

- (i) Mr CHAN Hok-man, Engineer/Planning 2 of the TD;
- (ii) Mr PANG Tat-wing, District Engineer/Mong Kok of the HyD; and
- (iii) Ms Lilian YEUNG, Public Relations Manager-External Affairs of the MTRC.

104. Mr Derek HUNG supplemented the paper with some additional information.

105. Mr CHAN Hok-man responded as follows:

- (i) The TD had conducted a site visit in the middle of this year. Apart from the Nga Cheung Road flyover, the TD also found directional road signs erected without its approval at Lin Cheung Road, Jordan Road and Canton Road. These signs guided motorists to commercial buildings, residential buildings or hotels located in commercial/residential areas at Kowloon Station. The TD had checked with the MTRC and relevant property management companies about the ownership of these signs, but it failed to confirm the identity of any owner. Ultimately, in August this year, with the assistance of the HyD, the TD removed a total of 20 directional road signs erected without its approval at the said locations.
- (ii) Having confirmed by the District Lands Office, Kowloon West that the location where the electronic display of the car park of Elements was erected fell within public road areas, the TD asked the MTRC to remove the display and the MTRC removed the same in November.
- (iii) According to the Road Traffic Ordinance, the erection or placement of any traffic signs must be approved by the Commissioner for Transport. However, the Ordinance did not stipulate the penalty for unauthorised erections of signs. If these signs were found, the TD would generally check with parties who might be related to the signs about whom they were belonged to. If owners could not be identified, the department would request the HyD to assist in the removal of these signs.

106. Mr PANG Tat-wing said that the HyD would assist the TD in removing signs that were confirmed to have been erected without authorisation.

107. Ms Lilian YEUNG pointed out that the MTRC had sent its staff to inspect road sections around Kowloon Station, and it had been confirmed that the company had not erected any directional signs in government road sections without the TD's approval at this point of time.

108. Mr Derek HUNG pointed out that as shown by photos, the electronic display of the car park of Elements was set up at the Nga Cheung Road flyover, so the MTRC's response



was obviously not based on facts. He added that he had provided detailed information in relation to the unauthorised sign to the management office of Elements, so it was difficult to understand why the MTRC claimed that no such display was found at the car park of Elements. He believed that it was a dereliction of duty on the part of the management office of Elements and he was disappointed that the TD had not prescribed penalties for the erection of unauthorised directional signs and had not performed regular inspections.

109. Ms KO Po-ling believed that the MTRC needed to re-examine its internal management. In addition, the TD had an undeniable responsibility over unauthorised erections of signs at public road sections, so she wanted to know whether the department had any improvement measure in mind.

110. Mr CHAN Siu-tong pointed out that several property developments with similar names had been built around Kowloon Station in recent years, so it would easily confuse motorists if we paid no heed and regulatory efforts to the problem of illegally erected signs. Mr CHUI Kin-man also agreed to this view.

111. Ms Lilian YEUNG supplemented that in July this year the MTRC conducted a site visit with relevant government departments to clarify government road sections and the management scope of Elements. It was found that the electronic display of the car park of Elements was located at a government road section, so the management office of Elements was requested to remove the display.

112. Mr CHAN Hok-man responded that the TD would take follow-up action after identifying any unauthorised erection of signs. He stressed that the TD would make the convenience of road users a key factor of consideration when reviewing the design and contents of road signs, but in general it would not erect directional signs for commercial or private developments.

113. Ms KO Po-ling cited the above 20 road signs that had been removed by the HyD as example and asked who would be made responsible for the management of road signs with unknown owners at public road sections.

114. Mr Derek HUNG said that most of the unauthorised road signs at the Nga Cheung Road flyover guided motorists to the properties and shopping malls above Kowloon Station as well as hotels and attractions in its vicinity. He wanted to know whether the relevant property management companies had the responsibility to report or reflect the situation to the TD.

115. Mr Chris MAN asked whether the TD could take action against the owners of any unauthorised directional signs found erected at public road sections.

116. Mr CHAN Hok-man responded that, in general, road signs at public roads erected or authorised by the TD would be managed by the department. He reiterated that according to the Road Traffic Ordinance, the erection of any signage must be approved in advance by the Commissioner for Transport. If the TD could identify the owner of an unauthorised road sign, it would then request the owner to remove the sign. If the unauthorised sign was removed by government departments, the TD would reserve its right to recover the cost of removal from the owner of the sign. If the department failed to identify the owner of an unauthorised sign, it would contact the HyD to assist in the removal of such sign.

117. Mr PANG Tat-wing supplemented that the HyD was responsible for the daily

maintenance of the directional road signs managed by the TD. If there were unauthorised signs which the TD was unable to identify their owners, the HyD would assist in the removal of such signs.

118. Mr Chris MAN asked which party would be held liable to accidents caused by unclaimed signs.

119. Mr CHAN Hok-man responded that the enquiry involved legal aspects and the TD was unable to comment for the time being.

120. There being no further comments, the Vice-chairman closed the discussion on this item.

(Mr Francis CHONG and Mr Barry WONG left the meeting at 5:53 p.m.)

**Item 9: Concern over Progress of Environmental Impact Assessment for Central Kowloon Route (“CKR”)  
(YTMTTC Paper No. 62/2012)**

**Item 10: Concern over Environmental Impact of CKR Works and Request for Installation of Sound Barriers on Gascoigne Road Flyover and Improvements to Community Facilities in Yau Ma Tei  
(YTMTTC Paper No. 63/2012)**

121. The Vice-chairman said that the joint written response of the HyD and Environmental Protection Department (“EPD”) concerning Item 9 (Annex 3) had been faxed to Members for perusal before the meeting. In addition, the joint written response of the HyD, TD, EPD and Leisure and Cultural Services Department (“LCSD”) concerning Item 10 (Annex 4) had been faxed to Members for perusal before the meeting. He then welcomed Mr PANG Tat-wing, District Engineer/Mong Kok of the HyD to the meeting.

122. The Vice-chairman said that as contents of papers concerning Items 9 and 10 were both related to the CKR works, he proposed the two be discussed together. There was no objection to the proposal.

123. Ms KO Po-ling supplemented the paper with some additional information. She was dissatisfied that the EPD had not sent representative to attend the meeting.

124. Mr Benny YEUNG supplemented the paper with some additional information. He was glad to hear that the HyD had undertaken to add sound barriers on the Gascoigne Road flyover. However, he was disappointed that the EPD and HyD had not sent officials responsible for the matters to the meeting in order to respond to Members’ questions. He suggested that Items 9 and 10 should be dealt with under Matters Arising.

(Mr Benjamin CHOI joined the meeting at 6:10 p.m.)

125. Mr PANG Tat-wing responded that the preliminary design of the CKR was completed in 2010 and that the HyD began to fine-tune details of the works in June 2011. He said that, in order to facilitate the works for CKR, the Kansu Street section of the Gascoigne Road flyover had to be rebuilt and sound barriers would be added after the reconstruction works, however, the department was still thinking about the acoustic measures for the Prosperous Garden section. In addition, the HyD was conducting an environmental

impact assessment for the CKR. Having obtained approval of the environmental impact assessment report from the Director of Environmental Protection, the HyD would launch a public consultation exercise.

126. Ms KO Po-ling pointed out that the HyD had said in the joint written response that the proposed tunnel ventilation building would be relocated from Ferry Street to the public transport interchange at Yau Ma Tei so as to increase its distance from residents as much as possible. She believed that such relocation arrangement would affect the alignment of the CKR and it should be presented to the DC for discussion.

127. Mr PANG Tat-wing responded that both the detailed design and environmental impact assessment of the CKR were underway. The HyD would submit paper to the DC for discussion upon completion of the relevant design and environmental impact assessment report. He added that the proposed tunnel ventilation building would be moved westward to the public transport interchange at Yau Ma Tei with a view to making it far away from residents.

128. Ms KO Po-ling wanted to know the estimated completion time of the design and environmental impact assessment report of the CKR. She was worried that the HyD might not be able to provide the relevant information at the next TTC meeting.

129. Mr Benny YEUNG said that since the HyD would launch a public consultation exercise for the CKR, he suggested that the department report on this at the next TTC meeting. He also pointed out that residents of Prosperous Garden had told him that the environment of the estate was seriously polluted and they were worried that the pollution problem would be exacerbated by the works of CKR. He wanted to know whether the environmental impact assessment report for the works would cover noise and air quality data before and after the construction.

130. Mr Derek HUNG asked the HyD which estates would be affected by the westward relocation of the tunnel ventilation building.

131. Mr PANG Tat-wing supplemented that the tunnel ventilation building was proposed to be built near the public transport interchange at Yau Ma Tei. After the completion of the environmental impact assessment report, the HyD would give a detailed account of possible impacts of the construction of the ventilation building at the said location on the residents nearby.

132. The Vice-chairman suggested combining Items 9 and 10 as Matters Arising. Ms KO Po-ling, Mr Benny YEUNG, Mr CHAN Siu-tong and Mr CHUNG Kong-mo, who had submitted the paper, agreed to the suggestion. There was no objection from other participants of the meeting.

133. There being no further comments, the Vice-chairman closed the discussion on this item.

**Item 11: Any Other Business**

(i) **Information Paper Attached**  
— — **5<sup>th</sup> Report on CCTV Systems of Mong Kok Pedestrian Precinct (“MKPP”)**  
**(YMTTTC Paper No. 64/2012)**

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134. Mr CHAN Siu-tong requested more information on the CCTV systems of MKPP.
135. Mr Andrew FUNG responded that the CCTV systems had been operating smoothly in general and no serious equipment failure had been discovered to date. He added that law enforcement departments were required to obtain approval from the Chairman of the DC and TTC, as well as the District Officer of Yau Tsim Mong, before seizing video clips from the systems.
136. Mr Derek HUNG wanted to know about the maintenance of the CCTV systems.
137. Mr Andrew FUNG responded that the maintenance of the said systems was responsible by a contractor of the Electrical and Mechanical Services Department.
138. Ms KO Po-ling asked the Police about the current police manpower arrangements at MKPP.
139. Mr MOK Man-wai responded that the Police reviewed the situation at MKPP from time to time to ensure that sufficient manpower was deployed to patrol the area.
140. Mr CHAN Siu-tong said that the warning signs and banners used to alert the public about CCTV monitoring in MKPP had worn out and some had even been crossed out deliberately. He requested the department concerned to pay more attention during routine inspections, so as to repair or replace the worn warning signs and banners immediately.
141. Mr Andrew FUNG responded that the District Office was responsible for installing and replacing those warning signs and banners, so he would remind colleagues to follow up immediately any damaged warning signs and banners found during routine inspections.
142. Mr Derek HUNG suggested that the department review the existing arrangement on the CCTV systems of MKPP and consider implementing other feasible measures to monitor and deter people from throwing objects from heights. Mr CHUI Kin-man also agreed to this suggestion.
143. Mr LAU Pak-kei wanted to know whether it was necessary to upgrade the image resolution of video cameras and specifications of the CCTV systems at this stage.
144. Mr MOK Man-wai responded that when determining the videotaping clarity of the CCTV systems, there was a need to strike a balance between the protection of privacy and the aid that the systems could provide to investigations.
145. There being no further comments, the Vice-chairman closed the discussion on this item.

(ii)

**Information Paper Attached**

— — **Mong Kok Road Footbridge System at Sai Yee Street —  
Extension across Nathan Road (Progress Report as at  
October 2012)  
(YTMTTC Paper No. 65/2012)**

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146. Ms WONG Shu-ming said that households of Pat Chun Mansion complained that the excavation of the northern pavement of Mong Kok Road had caused the building to shake. She wanted to know whether the department had dealt with the complaint, and asked the HyD why nearby traffic lanes were closed during the works mentioned above. She also said that the works had led to stoppage of the lift and the escalator linking to the footbridge, causing inconvenience to members of the public.

147. Mr CHAN Siu-tong believed that the extension works of the footbridge would help to connect Mong Kok Road West and Nathan Road, so as to ease the crowded situation of pavements, but he was dissatisfied with the slow progress of the works and urged the departments concerned to complete the works as soon as possible.

148. Mr PANG Tat-wing responded that upon receipt of the report from households of Pat Chun Mansion about the shaking of building in the middle of this year, the HyD contacted the BD immediately for inspection of the building concerned. It was confirmed that the structure of the building had not been affected. The HyD had a meeting with resident representatives of Pat Chun Mansion in early November to explain detailed arrangements of the excavation works carried out at the northern pavement of Mong Kok Road. He added that he would investigate the cause of service stoppage of the lift and escalator of the footbridge near the location of the works after the meeting.

149. Ms WONG Shu-ming supplemented that the above works had narrowed the space of nearby pavements. She asked whether similar partial enclosure of the pavement would be required during the southern underground utilities diversion works at Mong Kok Road later on. In addition, she wanted to know whether the works at the northern part of Mong Kok Road could be completed within the expected time.

150. Mr Benny YEUNG said that it was unavoidable that the excavation works at the northern pavement of Mong Kok Road would affect residents and commercial tenants in its vicinity, so he suggested that the HyD let the neighbourhood know about works arrangements earlier.

151. Mr PANG Tat-wing responded that prior to the commencement of works, the HyD had requested the contractor to spare a width of at least two metres for the pavement. In addition, the contractor would let households of the affected buildings know about the works arrangements. He added that the excavation works at the northern part of Mong Kok Road would be carried out according to the original schedule, which was expected to be completed in the first half of December.

(iii)

**Information Paper Attached**

— — **Taxi Malpractices along Canton Road in Tsim Sha Tsui**

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152. The Vice-chairman said that the Secretariat had received the information paper “Taxi Malpractices along Canton Road in Tsim Sha Tsui” from Yau Tsim Police District of the HKPF (Annex 5) and the paper had been faxed to Members for perusal.

153. Mr Derek HUNG said that the problem of taxi drivers overcharging fares and stealing passengers' belongings had become increasingly rampant along Canton Road. The strengthening in law enforcement by the Police against such malpractices was laudable. He hoped that the Police would continue to take appropriate actions against the black sheep of the taxi industry to safeguard the image of Hong Kong. He also pointed out that the unauthorised dropping off and picking up of passengers by taxi drivers along Canton Road were serious. He suggested that the Police and TD conduct a site visit to find out the situation.

154. Ms LAM Man-han stressed that the Police would continue to combat malpractices committed by taxi drivers. She hoped that the TD would optimise the road design around shopping areas along Canton Road, such as by redrawing restricted areas and relocating taxi stands, in order to facilitate enforcement actions of the Police.

155. Mr Benjamin CHOI said that the problem of taxi malpractices was particularly serious along Canton Road, and wanted to know the existing penalty for taxi drivers who had engaged in malpractices. He added that recently there was a news report stating that an off-duty police officer worked as a part-time taxi driver and had been arrested for allegedly overcharging passengers. He believed that the behaviour of the said police officer had hit public confidence in the Police's crack down on non-compliant taxi drivers.

156. Mr Derek HUNG supplemented that the problem of unauthorised dropping off and picking up of passengers by taxi drivers was serious along Canton Road. At present, specific locations were dedicated to taxis drop-off at some places, such as the China Ferry Terminal and The Sun Arcade, but some taxi drivers picked up passengers as well when dropping off passengers at those locations. He considered that it was necessary to conduct a site visit with relevant departments in order to improve the situation.

157. Ms Christine YUEN responded that the TD would support the actions of Police to combat non-compliant taxi drivers. The department would also reflect the above malpractices to the taxi industry and called on taxi drivers to exercise self-discipline.

158. Ms LAM Man-han reported that the Police had arrested a total of six non-compliant taxi drivers in the past two months. She said that the penalty for offenders was typically \$600 to \$800 and the maximum penalty was a fine of \$10,000 and imprisonment for six months. She added that the news report mentioned by Mr Benjamin CHOI was just an isolated incident, and reiterated that the Police would take enforcement action impartially against taxi malpractices.

159. There being no further comments, the Vice-chairman closed the discussion on this item.

160. There being no other business, the Vice-chairman closed the meeting at 6:35 p.m. The next meeting would be held at 2:30 p.m. on 17 January 2013.

Only Chinese version is available

Annex 1

油尖旺交通運輸委員會第 59 / 2012 號文件

油尖旺區議會

交通運輸委員會文件第 59 / 2012

關注彌街/彌敦道行人隧道加建升降機進度

路政署就以上文件有以下回應：-

1. 請問上述工程是否已經通過立法會財委會撥款興建？

就上述工程的撥款安排而言，原來的計劃是於 2013 年年初向立法會財委會申請撥款。隨着「人人暢道通行」這新政策的推出，上述工程將改為以專款專用形式安排撥款。我們預計於 2013 年年初向有關單位申請撥款。

2. 加建工程已經一拖再拖，請問部門如何加快施工進度？

此工程項目現正處於“設計及施工”階段，並按照此階段的時間表如期逐步落實。為使加建工程能盡快開展，工程相關的招標已按有關程序獲得批准可以在取得撥款前進行，並已於本年 10 月底開展。

3. 上述工程是否存在任何技術困難？

我們暫時未看見非常複雜的技術困難。

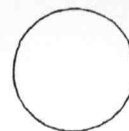
4. 請交待工程時間表及預計完工日期？

工程預計在 2013 年上半年開展，2015 年完工。

Only Chinese version is available

Annex 2

油尖旺交通運輸委員會第 60 / 2012 號文件



**MEMO**

From: District Lands Office/Kowloon West  
Ref.: (24) in LND DLOKW 9/5/19  
Tel No.: 2332 2226 Fax No. 2782 5061  
E-mail: seskwkc@landsd.gov.hk  
Date: 26 November 2012

To: Secretary, YTMDTTC  
(Attn.: Ms Karen MAN)  
Your Ref.: ( ) in  
Dated: Fax No.: 2722 7696  
Total Pages: 1

**5<sup>th</sup> Meeting of the Traffic and Transport Committee (TTC) of the  
Yau Tsim Mong District Council**

**進出旺角新世紀廣場的大車輛對太子道西及其道路安全的影響**

I refer to your email dated of 15.11.2012 regarding the 5<sup>th</sup> Meeting of the TTC of YTMDC to be held on 29.11.2012. The written response in Chinese are as follows:

「就新世紀廣場和帝京酒店於太子道西的汽車出入口的安全情況及對區內交通流量的影響等事宜，本處相信運輸署及警務處會作有關研究及檢討。」

2. Due to office commitments, I apologize that no representative of this office will attend the meeting for this discussion item.

(Ms Yvonne CHANG)  
for District Lands Officer/Kowloon West





**HIGHWAYS DEPARTMENT  
MAJOR WORKS PROJECT MANAGEMENT OFFICE**

3 & 6/F, HO MAN TIN GOVERNMENT OFFICES  
88 CHUNG HAU STREET, HOMANTIN, KOWLOON, HONG KONG  
Web site: <http://www.hyd.gov.hk>

路政署  
主要工程管理處  
香港九龍何文田忠孝街八十八號  
何文田政府合署三及六樓  
網址: <http://www.hyd.gov.hk>

本署檔案 Our Ref. : (C5AK) in HyD MWO 11/1/461TH/8/6/3  
來函檔號 Your Ref. :  
電話 Tel. : 2762 3626  
圖文傳真 Fax : 2714 5198

Only Chinese version is available  
Annex 3

油尖旺交通運輸委員會第 62 / 2012 號文件

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

文女士:

油尖旺區議會交通及運輸事務委員會  
2012 年 11 月 29 日會議

油尖旺區議會交通及運輸事務委員會第 62/2012 號文件

我們已收到高寶齡議員提交的第62/2012號文件，就中九龍幹線項目提出數項意見。我們已與運輸署及環境保護署（環保署）跟進有關意見，現綜合回覆如下。

有關中九龍幹線的環境影響評估（環評）報告，我們在勘測及初步設計階段已根據《環境影響評估條例》（第499章）（《環評條例》）的要求為項目進行環評。中九龍幹線的初步設計已於2010年完成。項目的詳細設計亦已於2011年6月開展。我們正在進行詳細設計，並繼續優化項目的細節，以進一步減少中九龍幹線對環境的影響，所以環評仍在進行中。我們會在環評完成後，按《環評條例》向環保署署長遞交環評報告。如環保署署長認為環評報告符合環評研究概要的規定，我們會按《環評條例》的要求讓公眾查閱報告。

在交通噪音及空氣質素方面，我們會按環評報告的建議，落實紓緩措施。在這方面，加士居道天橋甘肅街段會因為要配合中九龍幹線工程而需要重建。我們會在重建後的天橋加裝隔音罩。同時，中九龍幹線西面隧道出口將建有園景平台，覆蓋友翔道以西一段主線及窩打老道至欣翔道一段的海泓道，減少隧道出口對噪音及空氣質素的影響。而擬建的隧道通風大樓，亦會

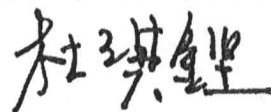


由渡船街移往油麻地交匯處，以盡量遠離民居。此外，我們會藉着興建中九龍幹線的機會，研究在加士居道天橋渡船街段引進紓緩交通噪音措施的可行性。

中九龍幹線項目的詳細設計仍在進行中。我們會盡快就中九龍幹線的詳細設計及施工安排諮詢公眾人士，並會向油尖旺區議會匯報推展項目的情況。

如有任何查詢，歡迎致電本署高級工程師梁志雄先生(電話號碼2762 3606)。

路政署主要工程管理處 總工程師 2  
(杜琪鏗



)

二零一二年十一月二十七日

副本送：

運輸及房屋局	(經辦人：李嘉莉女士)	傳真號碼：2136 8017
環境保護署	(經辦人：陳定邦先生)	傳真號碼：2591 0558
運輸署策劃科	(經辦人：趙志敏先生)	傳真號碼：2824 2741





**HIGHWAYS DEPARTMENT**  
**MAJOR WORKS PROJECT MANAGEMENT OFFICE**  
3 & 6/F, HO MAN TIN GOVERNMENT OFFICES  
88 CHUNG HAU STREET, HOMANTIN, KOWLOON, HONG KONG  
Web site: <http://www.hyd.gov.hk>

路政署  
主要工程管理處  
香港九龍何文田忠孝街八十八號  
何文田政府合署三及六樓  
網址: <http://www.hyd.gov.hk>

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來函檔號 Your Ref. :  
電話 Tel. : 2762 3626  
圖文傳真 Fax : 2714 5198

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Annex 4

油尖旺交通運輸委員會第 63 / 2012 號文件

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

文女士:

油尖旺區議會交通及運輸事務委員會  
2012 年 11 月 29 日會議

油尖旺區議會交通及運輸事務委員會第 63/2012 號文件

我們收到由楊子熙議員、葉傲冬議員、陳少棠議員及鍾港武議員提交的第63/2012號文件，就中九龍幹線項目提出數項要求。我們已與運輸署、環境保護署（環保署）及康樂及文化事務署（康文署）跟進，並綜合回覆如下。

有關第一項要求，在交通噪音及空氣質素方面，我們會按環境影響評估（環評）報告的建議，落實紓緩措施。在這方面，加士居道天橋甘肅街段會因為要配合中九龍幹線工程而需要重建。我們會在重建後的天橋加裝隔音罩。同時，中九龍幹線西面隧道出口將建有園景平台，覆蓋友翔道以西一段主線及窩打老道至欣翔道一段的海泓道，減少隧道出口對噪音及空氣質素的影響。而擬建的隧道通風大樓，亦會由渡船街移往油麻地交匯處，以盡量遠離民居。此外，我們會藉着興建中九龍幹線的機會，研究在加士居道天橋渡船街段引進紓緩交通噪音措施的可行性。

有關第二及第三項要求，我們在勘測及初步設計階段已根據《環境影響評估條例》（第499章）（《環評條例》）的要求為項目進行環評。中九龍幹線的初步設計已於2010年完成。項目的詳細設計亦已於2011年6月開展。我們正在進行詳細設計，並繼續優化項目的細節，以進一步減少中九龍幹線對



環境的影響，所以環評仍在進行中。我們會在環評完成後，按《環評條例》向環保署署長遞交環評報告。如環保署署長認為環評報告符合環境影響評估研究概要的規定，我們會按《環評條例》的要求讓公眾查閱報告。報告會包括文件所提及的交通及環境影響數據。

有關第四項要求，我們會在進行詳細設計及施工期間，嚴格執行環評報告建議的紓緩措施，以確保中九龍幹線的設計，施工及運作均符合有關法例的要求。

有關第五項要求，中九龍幹線的初步設計已於2010年完成。項目的詳細設計亦已於2011年6月開展。由於一些沿甘肅街的公共設施將會因建造中九龍幹線而需要重置，在部份設施的原址會騰空一些位置。我們正積極制定設計方案，以藉此機會改善社區設施及利用騰空的位置加強綠化，美化環境。

中九龍幹線項目的詳細設計仍在進行中。我們會盡快就中九龍幹線的詳細設計及施工安排諮詢公眾人士，並會向油尖旺區議會匯報推展項目的情況。

如有任何查詢，歡迎致電本署高級工程師梁志雄先生(電話號碼2762 3606)。

路政署主要工程管理處 總工程師 2  
(杜琪鏗

杜琪鏗)

二零一二年十一月二十七日

副本送：

運輸及房屋局	(經辦人：李嘉莉女士)	傳真號碼：2136 8017
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運輸署策劃科	(經辦人：趙志敏先生)	傳真號碼：2824 2741
康樂及文化事務署	(經辦人：梁家智先生)	傳真號碼：2695 3886



本署檔號：〔 〕  
來函檔號：  
電 話：2359 8225  
圖文傳真：2770 3597



香港警務處  
油尖警區總部  
尖沙咀警署  
九龍彌敦道 213 號

油尖旺區議會交通運輸委員會秘書處  
轉交  
油尖旺區議員，

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Annex 5

## 尖沙咀廣東道一帶的士司機的違規問題

有鑑於近期涉及的士司機以不法手段，例如揀客、濫收車資、未有展示的士計程錶指示器、營業時沒有展示的士司機証，以及較為嚴重的行騙或偷竊行李等，藉此搵快錢的案件有上升趨勢。油尖警區聯同西九龍總區刑事部及交通部，展開代號名為「先刺」的行動，以打擊的士司機在廣東道一帶，作出上述的違法行為。

在過去兩個月內(截至 11 月 27 日)，警方在尖沙咀廣東道一帶採取的有關行動，總共發出了 586 張告票及作出了 6 宗拘捕行動，詳情如下：

2012	Pol 525	Pol 570	Pol 287
10 月份	99	48	8
11 月份 (截至 11 月 27 日)	96	291	44
總共：	195	339	52

除檢控行動外，警方會持續採取多方位的執法行動。同時會在預防、教育和宣傳各方面著手。並繼續與區議會及的士業界協商，要求運輸署盡快檢討尖沙咀廣東道購物區一帶的道路設計、作出優化工程(重新劃分禁區及重置廣東道的士站位置)以便利乘客上落，從而配合警方打擊有關的士司機的違法行為。

如有進一步查詢，請致電 2359 8225 向油尖警區交通隊成建華警署警長聯絡。

(張蕾 代行)  
油尖警區指揮官

二零一二年十一月二十八日

副本送：油尖旺區議會交通運輸委員會秘書處