

**Minutes of the 6th Meeting of the
Traffic and Transport Committee of the
Yau Tsim Mong District Council (2012-2015)**

Date: 17 January 2013 (Thursday)
Time: 2:30 pm
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
Ms KO Po-ling, BBS, MH, JP
Mr CHAN Siu-tong, MH
Mr CHAN Wai-keung
Mr CHOI Siu-fung, Benjamin
Mr CHONG Wing-charn, Francis
Mr CHOW Chun-fai, BBS, JP
Mr HAU Wing-cheong, BBS, MH
Mr HUI Tak-leung

Mr HUNG Chiu-wah, Derek
Mr LEUNG Wai-kuen, Edward, JP
Mr LAU Pak-kei
Ms KWAN Sau-ling
Mr WONG Kin-san
Mr WONG Man-sing, Barry, MH
Ms WONG Shu-ming
Mr YEUNG Tsz-hei, Benny

Co-opted Members

Mr CHAN Sik-ming
Mr CHUI Kin-man
Mr LAW Siu-hung, Paul

Mr LEUNG Ping-foon
Mr LEUNG Shiu-cheong
Mr MAN Cheong-ming, Chris

Representatives of the Government

Ms HO Siu-ping, Betty, JP	District Officer (Yau Tsim Mong)	Home Affairs Department
Mr FUNG Kwok-leung, Andrew	Senior Liaison Officer (1)	Home Affairs Department
Ms YUEN Miu-chun, Christine	Senior Transport Officer/Yau Tsim Mong (Atg)	Transport Department
Miss KUNG Wai-han, Sally	Engineer/Mongkok & Yaumatei	Transport Department
Mr TAI Seung-kun	Engineer/Yau Tsim	Transport Department
Mr PANG Tat-wing	District Engineer/Mong Kok	Highways Department
Mr NG Tin-chi	District Engineer/Yau Tsim	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:

Mr LAM Shu	Engineer, Works Division	Highways Department
Mr Ivan LAW	Senior Engineer	Mott MacDonald Hong Kong Limited
Mr LOK Kim-wa, Tony	Chief Engineer, Major Works Project Management Office	Highways Department
Mr LEUNG Chung-lap	Senior Engineer, Major Works Project Management Office	Highways Department
Mr LEUNG Chi-hung	Senior Engineer, Major Works Project Management Office	Highways Department
Mr KM LIU	Technical Director	Arup - Mott MacDonald Joint Venture
Mr Franki CHIU	Associate Director	Arup - Mott MacDonald Joint Venture
Ms Carmen CHU	Associate Director	Arup - Mott MacDonald Joint Venture
Mr KEUNG Pui-yun, Colin	Senior Environmental Protection Officer	Environmental Protection Department
Mr CHIU Chi-min, Edward	Engineer, Strategic Roads Division	Transport Department
Ms LI Shuk-ming, Selina	Senior Executive Officer (Planning) 6	Leisure and Cultural Services Department
Mr LAI Ka-yin	Deputy District Leisure Manager (Yau Tsim Mong) 1	Leisure and Cultural Services Department
Mrs CHU LEE Mei-foon, Karen	Senior Librarian (Yau Tsim Mong)	Leisure and Cultural Services Department
Mr YIP Chi-kwai, Tom	Senior Town Planner/Yau Tsim Mong	Planning Department
Mr KONG Tai-wing	Chief Engineer, Major Works Project Management Office	Highways Department
Mr KWAN Wai-cheong	Senior Engineer, Major Works Project Management Office	Highways Department
Ms Yuen Pui-shan	Engineer, Major Works Project Management Office	Highways Department
Mr CHEUNG Wai-wah, Ringo	Senior Engineer	Civil Engineering and Development Department
Mr CHEUNG Kai-cheung, Henry	Engineer	Civil Engineering and Development Department
Mr WONG Kam-wing	Engineer, Major Works Project Management Office	Highways Department
Mr Calvin LI	Principal Engineer	Parsons Brinckerhoff (Asia) Limited
Mr LI Kin-tung	Senior Engineer	Highways Department
Mr TSUI Wing-kim	Engineer	Highways Department

Mr CHO Chung-hon, John	Engineer, Priority Railway Division	Transport Department
Mr FUNG Wai-chung	Senior Liaison Engineer	MTR Corporation Limited
Ms Gloria WOO	Public Relations Manager – Projects and Property	MTR Corporation Limited
Ms Lilian YEUNG	Public Relations Manager – External Affairs	MTR Corporation Limited
Ms CHEUNG Lui	Assistant District Operations Officer (Yau Tsim)	Hong Kong Police Force

Secretary

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

Mr HUI Hon-man	Co-opted Member
Mr SO Tsz-wing	Co-opted Member

Opening Remarks

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

2. The Chairman said that he would introduce the departmental representatives and individuals invited to the meeting before discussing each agenda 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 agenda item: two minutes for the first time and one minute for the second time. Members had no objection to the proposal.

3. The Chairman reported that Mr HUI Hon-man and Mr SO Tsz-wing, Co-opted Members, were absent due to other commitments. He also said the audio record of the meeting would be uploaded to the webpage of the Yau Tsim Mong District Council (YTMDC). In addition, according to the Standing Order, the Chairman could issue warnings to Members or members of the public attending or observing the meeting who acted in a disorderly manner and interrupted the proceedings of the meeting. If the warnings were not heeded, the Chairman could order such persons to leave the venue.

Agenda Item 1: Confirmation of Minutes of Last Meeting

4. Mr CHUNG Kong-mo proposed that “GMB Route No. 79M” in paragraphs 11 and 16 of the minutes of the 5th meeting be amended as “GMB Route No. 79K”.

5. The minutes of the 5th meeting were confirmed subject to the amendments.

Agenda Item 2: Matters Arising:

- **Concern over Progress of Lift Provision at Subway across Bute Street at Nathan Road
(YTMTTC Paper No. 59/2012)**
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6. The Chairman welcomed Mr LAM Shu, Engineer, Works Division of the Highways Department (HyD) and Mr Ivan LAW, Senior Engineer of the Mott MacDonald Hong Kong Limited.

7. Mr LAM Shu reported that the HyD had invited tenders for the provision of two lifts at the subway across Nathan Road near Bute Street (Structure No. KS40) in October 2012. The tender evaluation and relevant procedures were underway. It was expected that the works would commence in the first quarter of 2013 at the earliest.

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

(Mr Benjamin CHOI, Mr CHOW Chun-fai, Mr WONG Kin-san, Ms WONG Shu-ming and Mr Benny YEUNG joined the meeting at 2:50 pm)

Agenda Item 2: Matters Arising:

- **Concern over Progress of Environmental Impact Assessment for Central Kowloon Route
(YTMTTC Paper No. 62/2012)**
 - **Concern over Environmental Impact of Central Kowloon Route 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)**
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9. The Chairman welcomed:

- (a) Mr Tony LOK, Chief Engineer, Mr LEUNG Chung-lap, Senior Engineer and Mr LEUNG Chi-hung, Senior Engineer of the Major Works Project Management Office of the HyD;
- (b) Mr KM LIU, Technical Director, Mr Franki CHIU, Associate Director and Ms Carmen CHU, Associate Director of the Arup - Mott MacDonald Joint Venture;
- (c) Mr Colin KEUNG, Senior Environmental Protection Officer of the Environmental Protection Department (EPD);
- (d) Mr Edward CHIU, Engineer of the Strategic Roads Division of the Transport Department (TD); and
- (e) Ms Selina LI, Senior Executive Officer (Planning) 6, Mrs Karen CHU, Senior Librarian (Yau Tsim Mong) and Mr LAI Ka-yin, Deputy District Leisure Manager (Yau Tsim Mong) 1 of the Leisure and Cultural Services Department (LCSD).

(Mr CHAN Wai-keung and Ms KWAN Sau-ling joined the meeting at 2:52 pm)

10. Mr Tony LOK apologised for his absence from the last meeting of the Traffic Transport Committee (TTC). He said the HyD had given a written response to Members' enquiries on 27 November 2012 and reported the progress of the Central Kowloon Route (CKR) project at the YTMDC meeting on 13 December 2012. In addition, he thanked Members for arranging and attending a series of focus group meetings and public forums on the CKR, so that the HyD was able to introduce and give an account of the CKR project to the public.

11. Mr LEUNG Chi-hung gave a PowerPoint presentation on the CKR works.

12. Mr Benny YEUNG urged the HyD to make available to the public the environmental impact assessment (EIA) report on the CKR during the consultation period. Besides, he strongly requested the HyD to install full noise enclosures along the Prosperous Garden section of the Gascoigne Road Flyover. If such an installation was not feasible, he wanted to know whether the Kansu Street section of the Gascoigne Road Flyover could be relocated underground.

(Ms KO Po-ling and Mr Edward LEUNG joined the meeting at 3:00 pm)

13. Mr Tony LOK responded that the EIA report on the CKR had been completed and submitted to the EPD for approval. It would be made available for public inspection in due course. He said that the HyD would proactively investigate the feasibility of installing full noise enclosures along the Prosperous Garden section of the Gascoigne Road Flyover. As regards the recommendation of relocating the Kansu Street section of the Gascoigne Road Flyover underground, he said that it was not feasible because the CKR would be constructed underneath the foundation of the Kansu Street section of the Gascoigne Road Flyover.

14. Mr CHUNG Kong-mo also agreed to the installation of full noise enclosures along the section of the Gascoigne Road Flyover fronting the Prosperous Garden and the extension of the enclosures to the vicinity of the Yaumati Catholic Primary School. He held that there would be an increase of east-west bus traffic in Kowloon upon completion of the CKR. Hence, he suggested that the example of the bus-bus interchange in Siu Lam, Tuen Mun should be followed and a similar interchange should be provided near the CKR portal. In addition, he wanted to know whether it was feasible to provide recreational facilities, such as jogging tracks, on the landscaped deck.

15. Mr Benny YEUNG supplemented that residents of Prosperous Garden hoped that the landscaped deck would only be open on a limited basis and should be closed during midnight and early hours so as to avoid nuisances to the nearby residents. Besides, noting that the major traffic diversions in the CKR works would lead to traffic congestion, he wanted to know what measures the TD would put in place to address the issue during the construction. Furthermore, he hoped that the western tunnel portal of the CKR would be kept as far away from residential dwellings as practicable.

(Mr Francis CHONG joined the meeting at 3:07 pm)

16. Ms KO Po-ling hoped the departments would listen to the views voiced by members of the public in public forums and improve the CKR project. She shared the views of Mr CHUNG Kong-mo and Mr Benny YEUNG, and considered it necessary to install full noise enclosures along the Gascoigne Road Flyover section of the CKR as the section was closest to

residential dwellings. She understood that it was not possible to have the ventilation buildings located over 1 km away from residential dwellings because it would involve reclamation, but she hoped that the departments could clearly explain the issue to residents.

17. Having regard to the planning of the West Kowloon Reclamation and the distribution of the large housing estates nearby, Mr Derek HUNG thought that it was an appropriate arrangement to have the ventilation buildings located at the Yau Ma Tei Interchange.

18. Mr HAU Wing-cheong accepted the proposed locations of ventilation buildings. He supported Mr CHUNG Kong-mo's recommendation and hoped that the departments would seriously consider the provision of recreational facilities on the landscaped deck.

19. Mr Benny YEUNG clarified that what he mentioned was that the CKR tunnel portal, rather than the ventilation buildings, should be kept far away from residential dwellings.

20. Mr Tony LOK responded as follows:

- (i) The recommendation of extending the full noise enclosures to the vicinity of the Yaumati Catholic Primary School could not be included in the CKR project because the section of the Gascoigne Road Flyover next to the school did not fall within the project scope;
- (ii) The HyD would proactively investigate the feasibility of installing full noise enclosures along the Prosperous Garden section of the Gascoigne Road Flyover, yet erection of such enclosures would block the view;
- (iii) When it came to the recommendation of providing an interchange near the CKR tunnel portal, it was believed that the TD would fully consider the transportation arrangements for the entire West Kowloon region as there were other bus termini in the region;
- (iv) As regards the design and opening hours of the landscaped deck, the HyD was still gathering views from different parties. The HyD had an open mind on the opening hours of the landscaped deck as well as the provision of recreational activities thereon, and would follow up the recommendations with the LCSD at a later stage;
- (v) The HyD understood that the public had much concern over the location of the CKR western tunnel portal, and considered the proposed location of the tunnel portal, which was about 350 metres away from Prosperous Garden, the most appropriate location; and
- (vi) According to international standards, at least one ventilation building should be provided for a tunnel at an interval of two kilometres. The CKR would be provided with three ventilation buildings, and the proposed sites were already the most appropriate.

21. The Chairman said in view of the lack of ancillary transport facilities near the CKR tunnel portal, he hoped the TD would proactively consider strengthening the public transport network in the vicinity.

22. Ms Carmen CHU reported that the Yau Ma Tei section of the CKR would be constructed by the cut-and-cover method. During the construction, a temporary flyover would be provided next to the Gascoigne Road Flyover to relieve the traffic. She said that the entire works would only involve minor traffic diversions and the impact on road traffic was already minimised.

23. Mr CHUI Kin-man worried that the existing traffic diversion arrangements for the CKR project would make it difficult for the coaches to turn around and leave after entering Battery Street in front of the Yau Ma Tei Specialist Clinic Extension. He hoped that the authorities would provide sufficient directional signs for motorists.

24. Mr Benny YEUNG pointed out that the temporary traffic measures implemented during the CKR construction would have the largest impact on Ferry Street and Shanghai Street. He wanted to know how motorists could drive from the northbound Kansu Street to Tong Mi Road when the traffic diversions were in place. In addition, he worried that if the southbound Ferry Street had to be narrowed, it would create a bottleneck effect and aggravate the traffic congestion.

25. The Chairman added that YTMDC Members had previously reached a consensus on opening the landscaped deck for public use. He hoped the departments concerned would note the views of the YTMDC.

26. Ms Carmen CHU responded that traffic lights would be provided on Kansu Street and Yau Cheung Road to divert the traffic during construction of the CKR. Furthermore, the HyD, the TD and the Hong Kong Police Force (HKPF) would set up an interdepartmental traffic monitoring group, which would make immediate arrangements to address the traffic congestion caused by the CKR project. She continued that according to the existing data of the traffic flow assessment, the proposed diversion arrangements would be able to reduce the traffic impact to an acceptable level. As regards the traffic arrangement on Battery Street in front of the Yau Ma Tei Specialist Clinic Extension, the departments concerned would provide sufficient directional signs to alert motorists.

(Mr LEUNG Ping-foon left the meeting at 3:25 pm)

27. Mr HUI Tak-leung opined that the CKR was one of the major infrastructures in Hong Kong, and traffic impact on the vicinity was unavoidable during its construction. He hoped all parties would be more understanding in this regard.

28. There being no further comments, the Chairman declared the discussion of this item closed.

Agenda Item 3: Progress Report on District Traffic Improvement Projects under Construction or Planning by Transport Department / Highways Department (as at December 2012)
(YMTTC Paper No. 1/2013)

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

30. Mr NG Tin-chi and Mr PANG Tat-wing introduced the contents of the Paper.

31. There being no questions from Members, the Chairman declared the discussion of this item closed.

**Agenda Item 4: Revisions to Draft Tsim Sha Tsui Outline Zoning Plan S/K1/27
(YTM TTC Paper No. 2/2013)**

32. Noting that the departmental representatives joining the discussion of agenda item 4 had not yet arrived, the Chairman suspended the meeting for three minutes.

(The meeting was resumed after the three-minute suspension.)

(Mr LEUNG Shiu-cheong left the meeting at 3:32 pm)

33. The Chairman welcomed Mr Tom YIP, Senior Town Planner/Yau Tsim Mong of the Planning Department (PlanD).

34. Mr Tom YIP gave a PowerPoint presentation on the contents of the Paper.

35. The Chairman enquired about the actual number of parking spaces of the Middle Road Multi-storey Car Park (Middle Road Car Park) and the arrangement for temporary public parking spaces during its redevelopment. He did not understand why the PlanD remarked that it was undesirable to build over the section of Middle Road currently covered by the Car Park building after the redevelopment. He recalled that the YTMDC had repeatedly proposed to the authority the provision of community halls (CHs) in the district, he hoped that the PlanD would allocate the “Government, Institution or Community (GIC)” sites of the Middle Road Car Park for construction of a CH.

36. Ms KWAN Sau-ling pointed out that providing extra parking spaces under the redevelopment project might result in wastage of resources as the utilisation rate of the Middle Road Car Park was low at present. She said that there had along been a lack of CHs in Tsim Sha Tsui (TST), and she remembered that YTMDC Members had reflected the issue to the Secretary for Home Affairs (SHA). She hoped the authority would act in accordance with public views and build CHs in the YTM District.

37. Mr Benny YEUNG said that there was a lack of sites for construction of schools in the YTM District, the PlanD should give priority to rezoning the GIC sites of the Middle Road Car Park for educational use in its consideration.

38. Mr HAU Wing-cheong said there was a great demand for parking spaces in the district, the PlanD should give more consideration to this aspect when redeveloping the site of the Middle Road Car Park. He did not understand why it was undesirable to build over the section of Middle Road currently covered by the Car Park building. He remarked that the PlanD should make good use of the space for development and the road section should be zoned for multi-purpose use. He supported rezoning the Middle Road Car Park site for commercial use, but he proposed to designate part of the site for construction of a CH.

39. Mr CHUI Kin-man opined that the new building(s) to be constructed on the site of the existing Middle Road Car Park in future should include a CH, and provision of kindergartens should also be taken into account.

40. Mr WONG Kin-san enquired which government departments had offices at the Middle Road Car Park at present. He hoped that the PlanD would confirm that there was no need to construct another government building for accommodating such government offices. He opined that there were very few GIC sites in the YTM District, hence the authority should give priority to facilities providing convenience to the public in considering the redevelopment project.

41. Mr Chris MAN disapproved of the redevelopment of the Middle Road Car Park. He said that if it was necessary to implement the project, he proposed that the PlanD should consider closing the one-way road section covered by the Car Park building (i.e. the section of Middle Road connecting to Salisbury Road) for construction of buildings and diverting vehicles to use Nathan Road or Middle Road for access.

42. Mr Tom YIP responded as follows:

- (i) There were currently 735 private car parking spaces and 95 motorcycle parking spaces in the Middle Road Car Park for public use. The utilisation rate of these parking spaces during rush hours was about 60-70%. According to the TD's traffic impact assessment report, 345 private car parking spaces and 39 motorcycle parking spaces would have to be reprovisioned after the redevelopment. It was believed that in future there would be sufficient parking spaces in the vicinity of the Car Park site to meet the demand of motorists. In addition, the departments concerned could identify other sites in the district for use as temporary car parks during the redevelopment;
- (ii) As advised by the Buildings Department (BD), according to the Buildings Ordinance, no structures should be built on public roads. Hence, the section of Middle Road currently covered by the Car Park building should not be included in the redevelopment. If structures were allowed to be constructed on the road, the ventilation and light penetration of buildings in the vicinity would be affected;
- (iii) Currently, buses, minibuses and coaches usually used the one-way Middle Road for entering or leaving the public transport terminus nearby. If the one-way road section covered by the Car Park building (i.e. the section of Middle Road connecting to Salisbury Road) was closed, vehicles could only use Nathan Road for access in future, and the traffic in the vicinity would be affected. Hence, the TD did not support the closure of the one-way road section;
- (iv) At present, the Work Incentive Transport Subsidy Division of the Labour Department (LD) and the Fire Services Recruitment Centre of the Fire Services Department (FSD) had offices in the Middle Road Car Park Building. The LD and FSD had indicated that they would relocate their offices to other government offices buildings;
- (v) The PlanD noted Members' request for using the Middle Road Car Park site for construction of a CH. The Home Affairs Bureau (HAB) would conduct an overall assessment of the need of local residents for CHs. The PlanD would also discuss with the Yau Tsim Mong District Office (YTMDO) so as to address Members' request for construction of CHs in the YTM District; and

- (vi) As regards the recommendation of constructing kindergartens under the redevelopment of the Middle Road Car Park, the present situation was that TST was only short of 4 kindergarten classrooms, and kindergartens were mainly provided and operated by private educational institutions. Except for public housing estates and large private housing estates, the PlanD generally did not need to reserve sites for construction of kindergartens. Furthermore, the site at Middle Road could not meet the space standard for a primary school site. The PlanD was proactively discussing with the Education Bureau to identify sites for construction of primary schools in West Kowloon.

(Mr Paul LAW joined the meeting at 4:01 pm)

43. Mr CHUI Kin-man added that the CH of Tsim Sha Tsui District Kaifong Welfare Association was the only CH in TST, and the public found it difficult to book the venue because of its high utilisation rate.

44. Mr Barry WONG stressed that it was necessary to provide CHs in the YTM District, and the YTMDC had also reflected the request to the SHA before. He hoped the PlanD would attach importance to Members' views and allocate the GIC sites of Middle Road Car Park for construction of a CH.

45. The Chairman concluded Members' views and said that it was unanimously agreed at the meeting that the existing site of the Middle Road Car Park should be rezoned for construction of a CH in case of redevelopment. He requested the PlanD to truly reflect the views raised by Members during the meeting and the discussion of the meeting to the Town Planning Board (TPB).

46. Mr Tom YIP said the PlanD would reflect Members' aspirations for using the Middle Road Car Park site as a CH to the TPB, and explore the feasibility of the proposal with the departments concerned.

47. The Chairman reiterated that it was unanimously agreed at the meeting that the Middle Road Car Park site should be rezoned for construction of a CH in case of redevelopment, so as to benefit more people.

48. Ms Betty HO said YTMDO had noted the shortage of CHs in the district as repeatedly reflected by various Committees under the YTMDC. The YTMDO supported in principle the proposed provision of CHs in the YTM District. It was currently collecting and consolidating relevant data, such as the utilisation rates of various CHs and activity rooms in the district; and would also work with the PlanD to identify suitable sites in the district for construction of CHs.

49. There being no further comments, the Chairman declared the discussion of this item closed.

Agenda Item 5: New Policy on "Universal Accessibility"
(YMTTC Paper No. 3/2013)

50. The Chairman welcomed:

- (a) Mr KONG Tai-wing, Chief Engineer, Mr KWAN Wai-cheong, Senior Engineer and Ms YUEN Pui-shan, Engineer of the Major Works Project Management Office of the HyD; and
- (b) Mr Ringo CHEUNG, Senior Engineer and Mr Henry CHEUNG, Engineer of the Civil Engineering and Development Department (CEDD).

51. Mr KONG Tai-wing gave a PowerPoint presentation on the contents of the Paper. He reported that about 100 public comments on the lift retrofitting works in the YTM District had been received during the consultation period, in which six locations of public walkways were involved. He invited Members to select three priority locations out of the following six so that technical feasibility studies could be conducted as soon as possible.

- (i) The footbridge across Ferry Street and Waterloo Road along West Kowloon Highway (Structure No. KF88);
- (ii) The footbridge across Ferry Street at Junction of Dundas Street (Structure No. KF89);
- (iii) The footbridge across Cherry Street, Ferry Street and Tong Mi Road (Structure No. KF94);
- (iv) The footbridge along Mong Kok Road and Sai Yee Street (Structure No. KF116);
- (v) The pedestrian subway across Nathan Road near Soy Street (Structure No. KS45); and
- (vi) The footbridge across Hong Chong Road and Salisbury Road near Hung Hom Cross Harbour Tunnel (Structure No. KF3).

(Mr Francis CHONG left the meeting at 4:44 pm)

52. The Chairman reminded Members that they had to select three public walkways out of the above six as priority items for technical feasibility studies upon completion of the question and answer session.

53. Mr WONG Kin-san said that he had browsed the information in the HyD website and learnt that footbridge KF94 had already been listed by the HyD as one of the items under the Retrofitting of Barrier-free Access Facilities before the public consultation period. Hence, the footbridge should be included in the table at Annex 2 without the need for priority-setting. He added that the HyD had already stated in Annex 1 that there were technical difficulties in installing lifts for pedestrian subway KS45 and footbridge KF3; thus there were only three options left and voting was not required.

54. Mr CHUNG Kong-mo opined that footbridge KF88, which was near a football pitch, had a low pedestrian flow and had no access connecting to the park nearby, hence there was no need for the HyD to consider installing lifts there. Besides, he said pedestrians might not pass the proposed lift location of footbridge KF94 near Cherry Street, hence the utilisation rate might not be satisfactory if a lift was to be provided there. He suggested the department conduct site visits to confirm the locations for the proposed lift retrofitting works at public walkways.

55. Mr CHUI Kin-man shared the views of Mr CHUNG Kong-mo. He also asked the HyD about the feasibility of building a footbridge and installing a lift at the location of pedestrian subway KS45.

56. Mr HUI Tak-leung hoped that Members would adopt a district-wide perspective and select, according to the pedestrian flow and project priority, three items for according priority for technical feasibility studies.

57. The Chairman supplemented that under the new policy on “universal accessibility”, the government would create a new dedicated funding subhead in its estimates and the existing projects for retrofitting of barrier-free access facilities scheme would not be affected by the new policy.

58. Mr HAU Wing-cheong said that there was already an escalator near the proposed lift location at footbridge KF116 for connection to the MTR station, thus there was no urgent need for lift retrofitting thereat. He added that footbridge KF3 had a considerably high utilisation rate, and there were always a lot of people waiting for cross-harbour buses at the footbridge. Hence, he would prefer selecting footbridge KF3 as a priority item.

59. Ms WONG Shu-ming asked if the HyD would report the progress of the projects set out in Annex 2 to the TTC on a regular basis under the item “Any Other Business”. Besides, she recalled that the HyD had remarked that there were a lot of underground utilities beneath the proposed lift location of footbridge KF94. She requested the HyD to conduct a detailed investigation before implementing the lift retrofitting so as to avoid impact on the nearby buildings.

60. Ms KWAN Sau-ling wanted to know when the projects would commence after Members’ selection of three priority items. She hoped the projects could be completed in 2015.

61. The Chairman said that for a lift retrofitting, it generally took a year to complete the investigation, another year to complete the design and tendering, and about two more years for construction. Therefore, the projects were anticipated to complete in 2017.

62. Mr CHUI Kin-man considered it unnecessary for the HyD to provide lifts at footbridge KF116.

63. Mr Edward LEUNG said that lift retrofitting next to pedestrian subway KS45 was necessary having regard to the pedestrian flow. He opined that the HyD should not make the project an option for selection if it was sure that there were technical difficulties in installing lifts at the location. He added that some residents in his constituency had reflected to him the need for lift installation to the staircase access at Cliff Road connecting to King’s Park. He hoped the HyD would give consideration to it.

64. Mr CHOW Chun-fai said that there were frequent failures for the escalator connecting to footbridge KF116, a footbridge with high pedestrian activity, he hoped lifts could be installed at footbridge KF116.

65. Mr KONG Tai-wing responded as follows:

- (i) In August last year, the Administration announced the new policy on “universal accessibility” and publicised a list of more than 230 proposals in the HyD website. More than 170 of them were existing projects while the remaining some 60 were preliminary suggestions raised by District Councils (DCs) and the local communities. KF94 was one of the preliminary suggestions. Since

the HyD had received public suggestions on lift retrofitting at footbridge KF94 during the consultation period, the project was listed in Annex 1 for Members' consideration and selection;

- (ii) The HyD noted Members' views on the proposed lift locations and would take them into account in conducting technical feasibility studies;
- (iii) The HyD had identified in earlier technical feasibility studies that there were technical difficulties in installing lifts for pedestrian subway KS45. However, as public suggestions on the item had been received, the item was kept in the list;
- (iv) The Universal Accessibility Programme aimed at retrofitting barrier-free access facilities to existing public walkways. Hence, the suggestion of building a footbridge for pedestrian subway KS45 did not fall within the scope of the Universal Accessibility Programme; and
- (v) Footbridge KF3 was a project under the original programme and the new suggestion of lift retrofitting could be considered together with the original item. The HyD would give an account of the suggestions on lift retrofitting for footbridge KF3 under Agenda Item 6 in this meeting. Hence, Members were only required to select three priority items for technical feasibility studies out of the remaining five options.

66. Ms KWAN Sau-ling considered the locations of staircases on both sides of footbridge KF3 suitable for lift retrofitting.

67. The Vice-chairman urged Members to support the lift retrofitting for footbridge KF94 so as to meet the needs of residents in the vicinity.

68. Mr WONG Kin-san pointed out that the HyD had said that more than 230 improvement projects would be implemented when the Universal Accessibility Programme was launched in August 2012. Currently, the HyD's 160 projects under the original programme for barrier-free access facilities together with the three priority items selected by each DC only made up a total of 224 projects, which was smaller in number than originally planned. He added that as the lift retrofitting for footbridge KF94 was an existing project, it was unreasonable for the HyD to list it as an item of public suggestions for voting by Members.

69. The Chairman said that with the dedicated funding, public walkway projects under the Universal Accessibility Programme were expected to be launched at a faster pace.

70. Mr Benjamin CHOI requested the HyD to consider other options to improve the current pedestrian crossing arrangement of pedestrian subway KS45. He suggested constructing sections of ramps to reduce the gradient in the light of the zigzag design of ramps in some parks.

71. The Chairman asked Members to select three priority public walkways for technical feasibility studies by voting.

72. Ms KO Po-ling said that public aspiration for improving the facilities of pedestrian subway KS45 was reflected by items suggested by the public. She urged the TD to propose viable options to improve pedestrian crossing safety on Nathan Road near Soy Street.

73. Mr HUI Tak-leung wondered why lift retrofitting at pedestrian subway KS45 was not feasible. He also requested the TD to reopen the pedestrian crossing at the junction of Nathan Road and Shantung Street.

(Ms KO Po-ling left the meeting at 5:16 pm)

74. The Chairman declared that there were 24 votes for footbridge KF94, 14 votes for footbridge KF89 and 10 votes for footbridge KF88. The three projects were selected by the TTC as priority items of the YTM District under the Universal Accessibility Programme. He supplemented that as the HyD had already indicated in the Paper that lift retrofitting was not feasible for pedestrian subway KS45, there was no need for the TTC to vote on this item.

75. The Chairman urged the departments concerned to proactively explore viable options to improve the pedestrian crossing facilities on Nathan Road near Soy Street. Mr Edward LEUNG agreed with the view.

76. Mr CHAN Wai-keung hoped the relevant departments would conduct site visits with DC Members of the areas concerned in conducting technical feasibility studies to ensure proper siting of the lift retrofitting works.

(Mr CHOW Chun-fai left the meeting at 5:20 pm)

77. Mr CHUNG Kong-mo enquired about the anticipated completion dates of the three priority projects.

78. Mr KONG Tai-wing responded that the CEDD would engage consultants to conduct technical feasibility studies for the three priority projects. The studies were expected to commence in the second half of 2013 and take about a year to complete. Meanwhile the CEDD would consult the YTMDC. If the proposals were feasible, the HyD estimated that it would take a year to carry out the design and tendering procedures and another two years to complete the lift retrofitting works.

79. The Chairman hoped the departments could shorten the works period for early commissioning of the lifts. There being no further comments, the Chairman declared the discussion of this item closed.

Agenda Item 6: Provision of Universal Access Facilities at Two Footbridges in Yau Tsim Mong District (YTMTTC Paper No. 4/2013)

80. The Chairman welcomed:

- (a) Mr KWAN Wai-cheong, Senior Engineer and Mr WONG Kam-wing, Engineer of the Major Works Project Management Office of the HyD; and
- (b) Mr Calvin LI, Principal Engineer of Parsons Brinckerhoff (Asia) Limited.

81. Mr KWAN Wai-cheong gave a PowerPoint presentation on the contents of the Paper. He introduced the arrangements for the retrofitting of a lift at the footbridge across Chatham Road South and Granville Road near Hong Kong Science Museum (Structure No. KF82) and the retrofitting of two lifts at the footbridge across Hong Chong Road and Salisbury Road near Hung Hom Cross Harbour Tunnel (Structure No. KF3).

82. Mr KWAN Wai-cheong pointed out that as mentioned in Agenda Item 5 of the meeting, the HyD had received new suggestions on lift retrofitting at another two locations for footbridge KF3 under the Universal Accessibility Programme. However, the divisional islands where the proposed lifts were located were currently occupied with staircases. If the divisional islands were broadened to provide the necessary space, there would be serious impact on the traffic of the Hung Hom Cross Harbour Tunnel. Hence, there were technical difficulties for the new suggestion and this affected the feasibility of the retrofitting works.

(Mr HUI Tak-leung left the meeting at 5:32 pm)

83. Mr CHUI Kin-man supported the above two projects.

84. Mr Edward LEUNG hoped the HyD could reduce the impact of the works on the traffic in the vicinity (in particular the area of the Hung Hom Cross Harbour Tunnel). He also said that the HyD should also provide road crossing facilities to safeguard pedestrian safety after installing the lifts for footbridge KF3.

85. Ms KWAN Sau-ling said that to her knowledge there were underground electrical installations beneath the proposed lift location of footbridge KF82. She requested the HyD to investigate and confirm the feasibility of lift retrofitting at the location as soon as possible. Besides, she would like to know the progress of the construction of universal accessibility facilities for the footbridge at Hong Chong Road connecting to Hong Kong Polytechnic University (Structure No. KF2).

86. Mr WONG Kin-san supported the lift retrofitting works of footbridges KF82 and KF3, but he was worried that the lift retrofitting at footbridge KF82 would cause obstruction to the sight of motorists entering or leaving Granville Road. He asked if the TD would erect signs or put in place other measures at appropriate locations on Granville Road to remind motorists of driving safety.

87. Mr KWAN Wai-cheong responded as follows:

- (i) In view of the high traffic flow of the Hung Hom Cross Harbour Tunnel, the HyD would monitor the traffic conditions of the area and minimise the impact of the works on the traffic in the vicinity during the lift retrofitting at footbridge KF3. As there were a number of bus stops for various routes underneath the footbridge, it would be difficult to a certain extent to provide pedestrian crossings there;
- (ii) Regarding the possible presence of underground utilities beneath the proposed lift location of footbridge KF82, the HyD would maintain communication with public utilities, such as power companies, to confirm the actual locations of underground utilities in carrying out the design work. Besides, the junction of Granville Road and Chatham Road was already provided with traffic lights, which could help enhance road safety; and

- (iii) Regarding the progress of lift retrofitting at footbridge KF2, the HyD had given an account to the TTC earlier on that the technical feasibility study for the project had been completed. The design work would commence together with other lift retrofitting projects.

(Mr Edward LEUNG left the meeting at 5:42 pm)

88. There being no further comments, the Chairman declared the discussion of this item closed.

Agenda Item 7: First Quarter 2013 Progress Report on Hong Kong Section of Guangzhou-Shenzhen-Hong Kong Express Rail Link and Traffic Management Scheme for West Kowloon Terminus and Tai Kok Tsui (YTM TTC Paper No. 5/2013)

89. The Chairman welcomed:

- (a) Mr LI Kin-tung, Senior Engineer and Mr TSUI Wing-kim, Engineer of the HyD;
- (b) Mr John CHO, Engineer, Priority Railway Division of the TD; and
- (c) Mr FUNG Wai-chung, Senior Liaison Engineer and Ms Gloria WOO, Public Relations Manager – Projects and Property of the MTR Corporation Limited (MTRC).

90. Mr FUNG Wai-chung gave a PowerPoint presentation on the contents of the Paper.

(Mr Chris MAN left the meeting at 5:50 pm)

91. Mr Benjamin CHOI said that cracks had been found in the buildings and the channels of rear lanes nearby during the boring works of the first tunnel of the Express Rail Link (XRL). Though the BD and the MTRC had conducted examinations and preliminarily confirmed that the cracks were not related to the boring works, he was worried that similar incidents might occur during the construction of the second XRL tunnel in the vicinity of Chung Wui Street, Kok Cheung Street and Tai Tsun Street. He wanted to know whether the MTRC had any preventive measures in place and whether it would compensate residents of the affected buildings.

92. Mr LAU Pak-kei pointed out that portions of the footpath on Sham Mong Road had been closed because of the grouting operation of the XRL, only a 1.5 metre-wide footpath was available for pedestrian use. Residents of the area found it very inconvenient when they got on or off buses at the footpath during rush hours. He requested the MTRC to reinstate the road surfaces of the temporary works area on Sham Mong Road and Wong Tai Street as soon as possible upon completion of the works. In addition, he would like to know when the footbridge at the junction of Sham Mong Road and Hoi Fai Road would be reopened and whether the temporary pedestrian crossing facilities at the junction could be retained after completion of the works.

93. The Vice-chairman hoped that the MTRC would provide the works schedule and other details of the grouting works for the second XRL tunnel. He also wanted to know which buildings in the vicinity would be affected by the grouting works.

94. Mr Derek HUNG said that residents in the vicinity of Kowloon Station had received notification from the MTRC in January 2013 that the construction hours would be changed from 7 am – 7 pm to 7 am – 11 pm, applicable on public holidays. He was unsatisfied that the MTRC had not consulted DC Member of the constituency concerned on the extension of construction hours. He hoped the construction hours could be changed to 9:30 am – 7 pm to reduce the impact on nearby residents. He also asked if the XRL would be commissioned in 2015 as scheduled and how the MTRC would arrange to relocate the existing concrete production facilities in the area to tie in with the development of the West Kowloon Cultural District.

95. Mr FUNG Wai-chung responded as follows:

- (i) Regarding the cracks found in buildings near the works area of the first XRL tunnel, the case had been passed to the insurance company for processing. The insurance company had also commissioned loss adjusters to follow up. He supplemented that the contractors had installed devices to nearby buildings before commencement of works for monitoring of building conditions. As the readings were normal, it could not be confirmed whether the widened cracks were related to the works of the XRL;
- (ii) The second XRL tunnel would be built in Tai Kok Tsui district. During the grouting works, the road sections in the vicinity of Chung Wui Street, Kok Cheung Street and Tai Tsun Street would be partially narrowed and some roadside parking spaces would also be temporarily closed. To maintain smooth traffic flow, the grouting works would be carried out by stages and thus would take a longer time to complete. The MTRC would have adequate communication with the buildings and commercial tenants nearby in implementing the temporary traffic management scheme so as to reduce the impact of the works on them;
- (iii) The MTRC would review the grouting operation on Sham Mong Road and minimise the scope of enclosure. It would also reduce the area of the footpath to be narrowed if circumstances allowed;
- (iv) The MTRC would repave the footpath sections along Sham Mong Road and Wong Tai Street covered by the temporary works area with paving blocks after completion of the grouting works;
- (v) Temporary at-grade pedestrian crossing facilities were provided at the junction of Sham Mong Road and Hoi Fai Road to tie in with the XRL works. After completion of the works, the footbridge at the site would be reopened and the current road traffic arrangements would be cancelled. The MTRC would notify residents in the vicinity and DC Members of the constituency concerned when the reopening date of the footbridge was fixed;
- (vi) The MTRC estimated that the grouting operation for the second XRL tunnel would commence in the first quarter of 2013. Sections of Chung Wui Street, Kok Cheung Street and Tai Tsun Street would be partially narrowed by phases to minimise the impact on road traffic;
- (vii) The MTRC had obtained a Construction Noise Permit from the EPD for carrying out part of the XRL works between 7 am and 11 pm in the West Kowloon district; and

- (viii) The MTRC would make adjustments to the current concrete production facilities and stockpiling sites in light of the development of the West Kowloon Cultural District.

(Mr Benny YEUNG left the meeting at 6:05 pm)

96. Mr CHUNG Kong-mo pointed out that the footpaths and carriageway of Hoi Wang Road had been substantially narrowed due to the grouting works of the XRL. As the works at Hoi Wang Road was substantially completed at present, he requested the MTRC to reopen the affected section of Hoi Wang Road near Charming Garden before the Chinese New Year. In addition, he enquired about the MTRC's schedule of the greening works of Hoi Wang Road. He hoped the MTRC could let the residents know about the progress and impact of the XRL project through various channels with a view to enhancing the project transparency.

97. Mr LAU Pak-kei kept an open mind on the retention of the at-grade pedestrian crossing facilities at the junction of Sham Mong Road and Hoi Fai Road. He hoped the MTRC would carry out studies and consultations on whether the above facilities should be retained.

98. Mr Benjamin CHOI said that the construction of the second XRL tunnel would commence soon. He wanted to know what arrangements the MTRC had in place to reduce the impact of the works on the nearby buildings so as to dispel public worries.

99. The Vice-chairman hoped the MTRC would learn from the experience in the construction of the first XRL tunnel; make proper arrangements for the construction of the second XRL tunnel; and inform the affected residents and commercial tenants of the works schedule as early as possible.

100. Mr FUNG Wai-chung responded as follows:

- (i) The MTRC would discuss with the contractors the reopening or reduction of the works area at Hoi Wang Road at the earliest juncture where possible; and inform Mr CHUNG Kong-mo of the relevant arrangements;
- (ii) The works consultant was preparing plans of the greening works of Hoi Wang Road for approval by the departments;
- (iii) The MTRC would refer the long-term retention of the at-grade pedestrian crossing facilities at the junction of Sham Mong Road and Hoi Fai Road to the TD for feasibility study;
- (iv) The MTRC would closely monitor the tunnel works of the XRL. Project briefs and newsletters had also been printed for distribution to residents and commercial tenants of the affected buildings; and
- (v) The contractors would also install crack measuring equipment to nearby buildings in constructing the second XRL tunnel. If necessary, the contractors could also further carry out condition surveys before commencement of the construction of the second tunnel so as to record the pre-construction conditions of the buildings.

101. There being no further comments, the Chairman declared the discussion of this item closed.

Agenda Item 8: To Follow Up on Progress of Various Traffic Improvement Works in Cherry Constituency Area
(YMTTC Paper No. 6/2013)

102. The Chairman welcomed Miss Sally KUNG, Engineer/Mong Kok & Yaumatei of the TD.

103. The Vice-chairman briefly introduced the contents of the Paper.

104. Mr PANG Tat-wing reported that the HyD was planning to change the traffic direction of Anchor Street and Beech Street and provide traffic directional signs. However, part of the pavement of Beech Street was closed because a building construction was underway, hence the HyD was not able to carry out the works. The HyD had discussed the progress of the traffic improvement works with the TD and the construction contractor of the building earlier on, it was believed that the relevant works could be carried out in a short period of time.

105. Miss Sally KUNG responded that the TD intended to reverse the traffic direction of the section of Beech Street between Ivy Street and Anchor Street from southbound to northbound. The TD would closely liaise with the HyD and the building contractor so as to confirm the implementation date of the traffic improvement works. In addition, the layout plan for the extension of double yellow lines on Anchor Street had been worked out, the TD would consult the local stakeholders via the YTMDO. As regards the installation of traffic directional signs at the junction of Anchor Street and Ash Street, the consent to commence works had been issued and the installation was expected to be completed in April 2013. She also said the TD was preparing the layout plan for the improvement of ancillary transport facilities for the exit of Cherry Street (Lin Cheung Road bound).

106. Mr HAU Wing-cheong believed that changing the traffic direction of the section of Beech Street between Ivy Street and Anchor Street would help alleviate congestion at the road section. He also thanked the Police for strengthening enforcement to combat illegal parking in Tai Kok Tsui.

107. The Vice-chairman hoped the departments concerned would work out a concrete schedule for the traffic improvement works in Cherry Constituency Area and expedite the works progress.

108. Mr Lau Pak-kei would like to know the details of the change of traffic direction of Anchor Street and the traffic impact of such an arrangement on Ivy Street. He worried that the traffic congestion problem would be shifted to the vicinity of Fuk Tsun Street after the change of traffic direction of Anchor Street was in place.

109. Mr CHUI Kin-man opined that double yellow lines should be marked on the section of Beech Street right turning onto Anchor Street.

110. Mr HAU Wing-cheong pointed out that poor co-ordination of traffic signals was frequently found at the junction of Pok Man Street and Tai Kok Tsui Road, and this problem might easily cause accidents. He urged the TD to pay proper attention to the problem.

111. Miss Sally KUNG responded that after changing the traffic direction of the section of Beech Street between Ivy Street and Anchor Street, vehicles would be unable to turn left from Beech Street onto Ivy Street. The TD would provide traffic directional signs to remind motorists of the arrangement. She added that the section of Anchor Street on which the double yellow lines would be extended should be the section between Beech Street and Pine Street. As regards the poor co-ordination of traffic signals at the junction of Pok Man Street and Tai Kok Tsui Road, she had relayed the issue to the Traffic Light Control Unit and the Unit had refined the control modes of the traffic lights. In addition, to further remind motorists to stay alert to the road condition, the TD had asked the HyD to provide a “No left turn” sign at the above location and the relevant work had been completed.

(Mr Barry WONG left the meeting at 6:29 pm)

112. Mr CHUI Kin-man added that many buses heading to Mong Kok would pass by New Kowloon Plaza and turn right onto Anchor Street. However, double parking was frequently found on both sides of Anchor Street and such problem had led to traffic congestion. He hoped the departments would pay proper attention to the problem.

113. There being no further comments, the Chairman declared the discussion of this item closed.

**Agenda Item 9: To Urge MTRC to Increase Fare Concessions Currently Provided by MTR Fare Saver at Metro Harbour View Plaza and to Extend Fare Discounts to Trips to Mong Kok and Prince Edward MTR Stations
(YMTTTC Paper No. 7/2013)**

**Agenda Item 10: To Request MTRC to Increase MTR Fare Savers and to Continue Offering Free Rides on MTR for Children on Weekends and Public Holidays
(YMTTTC Paper No. 8/2013)**

114. The Chairman welcomed Ms Christine YUEN, Acting Senior Transport Officer/Yau Tsim Mong of the TD and Ms Lilian YEUNG, Public Relations Manager — External Affairs of the MTRC.

115. The Chairman said that both Agenda Items 9 and 10 were about MTR Fare Savers, hence he proposed the two items be discussed together. Members had no objection to the proposal.

116. Mr LAU Pak-kei briefly introduced the contents of Paper No. 7/2013. He hoped the MTRC could give a separate written reply after the meeting.

117. The Vice-chairman supplemented Paper No. 8/2013 with additional information.

118. Ms Lilian YEUNG responded that MTR Fare Savers was a commercial promotion scheme put in place by the MTRC with a view to encouraging more members of the public to walk to the nearest MTR stations for MTR rides. The scheme aimed to achieve a win-win situation by providing commuters with promotional offers and creating a larger pool of passengers at the same time. Hence, the fare concessions provided by individual Fare Savers would vary with reference to market situation. Metro Harbour View was not close to Mong

Kok, Prince Edward and Mong Kok East Stations. According to the MTRC's criteria for provision of Fare Savers, the fare concession provided by the Fare Saver at Metro Harbour View could not be extended to trips to the three stations mentioned above. She continued that the MTRC had, for the first time, launched a promotional scheme last year to offer free weekend and public holiday travel for children on MTR services. The review of the scheme's effectiveness was underway, and she had also noted Members' request for extending the duration of the scheme.

119. Ms Christine YUEN added that the Government had long been encouraging public transport operators to provide fare concessions for the public where practicable to help them lower their transport expenses.

120. Mr WONG Kin-san thought that the MTRC should take up the social responsibility and should not take a commercial perspective in considering the provision of fare concessions for the public. He requested the MTRC to offer a flat fare concession of 2 dollars at all Fare Savers; and proposed that the Government should stipulate in the fare adjustment mechanism (FAM) under which fares might be increased or reduced that public transport operators were required to offer fare concessions and facilitation measures for the public.

121. Mr LAU Pak-kei requested the MTRC to explain in writing its policy on provision of Fare Savers and the reasons that the fare concession provided by the Fare Saver at Metro Harbour View could not be extended to trips to Mong Kok, Prince Edward and Mong Kok East Stations.

122. Ms WONG Shu-ming was dissatisfied with the MTRC regarding the provision of Fare Savers as a commercial initiative rather than a reward to passengers. She also expressed disappointment at the MTRC's inaction to provide Fare Savers in Mong Kok.

123. The Vice-chairman wanted to know why the MTRC did not consider providing Fare Savers at Olympian City and New Kowloon Plaza.

124. Ms Lilian YEUNG responded that in determining whether to provide a Fare Saver, MTRC would assess whether the Fare Saver could bring an extra revenue to the company. Therefore, if a location was too far away from or too close to the nearest MTR station and unlikely to generate passenger growth, or was already provided with fare concession by other public transport for feeder service to MTR stations, it would not fulfill the criteria for provision of Fare Savers. She also said that an information paper would be submitted as supplementary information after the meeting.

125. The Chairman hoped the MTRC would act with corporate conscience and pay proper attention to the unfair issue of different fare concessions.

126. There being no further comments, the Chairman declared the discussion of this item closed.

(Post-meeting note: The Secretariat had received the MTRC's supplementary information (Annex 1) on the above agenda items on 21 January 2013. The information had been forwarded to Members for reference.)

Agenda Item 11: To Urge Departments to Take More Stringent Action against Unscrupulous Taxi Drivers and Concern over Blocking of Traffic by Taxis Awaiting Passengers at Canton Road, Tsim Sha Tsui (YMTTC Paper No. 9/2013)

127. The Chairman said the written response from the HKPF (Annex 2) had been faxed to Members for reference before the meeting. He then welcomed:

- (a) Ms Christine YUEN, Acting Senior Transport Officer/Yau Tsim Mong of the TD; and
- (b) Ms CHEUNG Lui, Assistant District Operations Officer (Yau Tsim) and Mr SHING Kin-wah, Officer-in-Charge, District Traffic Team (Yau Tsim) of the HKPF.

128. Mr Derek HUNG supplemented the Paper with additional information.

129. Mr CHAN Siu-tong proposed that the Government should call on members of the taxi trade to report any suspected cases of unscrupulous taxi drivers.

130. Ms Christine YUEN responded that the Police would combat malpractices under the Road Traffic Ordinance and the TD would mainly strengthen the communication with the taxi trade to appeal to taxi drivers to exercise self-discipline. The TD would also work with the Hong Kong Tourism Board to disseminate information on routes, taxi fares and telephone helplines to tourists by different means, enabling them to stay alert to malpractices of taxi drivers.

131. Ms CHEUNG Lui reported that the Police adopted a multi-pronged approach to combat malpractices of unscrupulous taxi drivers. Over the past six months, the Yau Tsim Police District, in collaboration with the Crime Wing and the Traffic Wing of Kowloon West Regional Police Headquarters, had conducted a series of decoy operations and prosecution operations against malpractices such as theft of passengers' belongings and overcharging by taxi drivers; and had arrested at least 12 unscrupulous taxi drivers. Four of the arrestees had been sentenced to immediate imprisonment for one to four months, while other arrest cases were still under investigation or on trial.

132. The Chairman pointed out that he and Mr Derek HUNG had joined representatives from the TD and the Police for a site inspection along Canton Road earlier on and made proposals for optimising the road design. He urged the TD to seriously consider the proposals.

133. Mr CHUI Kin-man opined that the Police should maintain liaison with taxi companies/associations to release information on unscrupulous taxi drivers to them on a regular basis, which would serve as an extensive reminder to taxi drivers regarding the awareness of work ethics.

134. Mr HAU Wing-cheong pointed out that the lack of taxi stands along Canton Road made it difficult for passengers to take a taxi, hence giving the malpractices of unscrupulous taxi drivers a chance to flourish. He urged the TD to improve the road design of Canton Road and set up more taxi stands in the area as soon as possible so as to facilitate passengers to take taxis by proper means.

135. Mr Paul LAW proposed that the TD should reflect the problem of unscrupulous taxi drivers to members of the taxi trade through publications and regular meetings with the trade so as to arouse the alertness of taxi drivers on self-discipline.

136. Mr Derek HUNG added that currently there were designated points at places like Lippo Sun Plaza, Star House and Marco Polo Hongkong Hotel in TST for taxis to set down passengers. However, some taxi drivers would also pick up passengers upon setting down passengers at these locations. The departments concerned had noted the problem when conducting the site inspection earlier on. He requested the authority to review the pick-up/drop-off arrangement at the above locations and give serious consideration to setting up more taxi stands so as to facilitate the police's identification of and enforcement against non-compliant taxi drivers who picked up passengers.

137. Ms KWAN Sau-ling opined that the problem of unscrupulous taxi drivers had tarnished the international image of Hong Kong, hence she hoped the TD could put forward improvement measures regarding the road design so as to tackle the malpractices of taxi drivers from the root.

138. Mr WONG Kin-san asked the TD whether it would consider setting heavier penalties for non-compliant taxi drivers or owners, such as licence suspension, for deterrent effect. In addition, he said recently there were people coming to open the car doors for taxi passengers and ask for tips at the taxi stand of Mong Kok East Station, he requested the Police to pay attention to the problem.

139. Ms CHEUNG Lui replied that the Police would continue to disseminate information on unscrupulous taxi drivers to the public and the taxi trade through different platforms. It would also step up enforcement efforts to combat malpractices of taxi drivers.

140. Ms Christine YUEN responded that the TD, through regular meetings with the taxi trade, would continue to request the trade members to exercise self-discipline; and urge the trade to report cases of unscrupulous taxi drivers and act against the black sheep in the trade. She said that the TD had conducted a site inspection along Canton Road with individual Members and representatives from the Police in early January and exchanged views with them on the traffic arrangements. The TD was currently reviewing the taxi pick-up/drop-off arrangements on Canton Road near the area between Lippo Sun Plaza and Star House. After completion of the review, the TD would report the findings to the Members concerned. Furthermore, she added that the TD, upon receipt of cases concerning malpractices of taxi drivers, would also issue warning letters to the taxi owners concerned and refer the complaint cases to them, urging them to remind the drivers to improve their service.

141. Mr MOK Man-wai supplemented that the Mong Kok Police District had also conducted decoy operations and prosecutions against non-compliant taxi drivers in the district. He reported that the Mong Kok Police District had issued a total of 22 court summonses from July to December 2012 regarding malpractices of taxi drivers.

142. There being no further comments, the Chairman declared the discussion of this item closed.

Agenda Item 12: To Urge MTRC to Install Platform Screen Doors/Safety Barriers at Mong Kok East Station to Prevent Passengers from Falling into MTR Tracks
(YMTTC Paper No. 10/2013)

143. The Chairman said that the written response from the Transport and Housing Bureau (Annex 3) had been faxed to Members for reference before the meeting. He then welcomed Ms Christine YUEN, Acting Senior Transport Officer/Yau Tsim Mong of the TD and Ms Lilian YEUNG, Public Relations Manager – External Affairs of the MTRC.

144. Mr WONG Kin-san supplemented the Paper with additional information.

145. Ms Lilian YEUNG responded that the duties of platform staff included broadcasting appropriate announcements (e.g. announcements to inform passengers in advance of passage of through trains which would not stop at the platform; announcements to remind passengers to mind the gap between the train and the platform and stay away from the edge of the platform when boarding and alighting, and to stand behind the yellow line when waiting for the train). She stressed that the MTRC would maintain close liaison with the staff regarding the work arrangements. If the staff had any views on the work arrangements, they could express their views directly to their supervisors or to the management. She added that the arc-shaped design of some stations of the East Rail Line (ERL) had resulted in wider platforms gaps, which posed a tremendous technical difficulty to the installation of platform gates. The MTRC would tap into the opportunities made possible by the construction of the Shatin to Central Link (SCL) to resolve a number of complicated technical issues for the installation of automatic platform gates for the ERL in one go. Such issues included replacement of the signal system, procurement of new trains and alterations to the ERL platforms. The MTRC had completed the physical investigations for the ERL platforms and commenced the preliminary design work of the platform gates and the whole system.

146. Mr WONG Kin-san said that some MTRC frontline staff had reflected to the media earlier that their mental stress was substantially increased by the duty to remind passengers of boarding/alighting safety on the platform using the public address system on every train arrival. He wanted to know how the MTRC would address the issue. Besides, he hoped the MTRC would complete the installation of platform screen doors for all ERL stations as soon as possible. He also enquired the feasibility of installing other safety facilities (e.g. anti-fall guard-rail) for the stations.

147. Mr CHAN Wai-keung enquired whether the wider gaps between the trains and the platforms in ERL stations were kept because of the use of various train models for the ERL. He would like to know if the MTRC would consider the use of trains with larger compartments in replacing the ERL trains so as to reduce the gaps between the trains and the platforms.

148. Mr HAU Wing-cheong reckoned that it was necessary to install platform screen doors for all ERL stations. He also suggested the MTRC consider installing half-height screen doors to prevent people from falling onto the tracks.

149. Ms KWAN Sau-ling said that in addition to Mong Kok East Station, Hung Hom Station, the terminus of the West Rail Line and the ERL, also had a very high passenger flow. She urged the MTRC to install platform screen doors for Mong Kok East Station and Hung Hom Station with a view to maintaining Hong Kong's international image.

150. Mr CHUI Kin-man hoped the MTRC would complete the installation of platform screen doors for the ERL as early as possible to safeguard the safety of passengers.

151. Ms Lilian YEUNG responded as follows:

- (i) The current design of platforms in MTR stations complied with international safety standards. To enhance passenger safety, the MTRC had installed yellow tactile strips along platform edges in the stations and made announcements on platforms and in train compartments, during boarding and alighting at the platforms, to remind passengers to mind the platform gaps when boarding and alighting. In addition, the MTRC had installed plastic platform fillers at locations with wider gaps in the ERL stations to narrow the gaps between the platforms and the trains;
- (ii) The MTRC all along had well-established channels of communication in place to maintain good communication with the staff. Besides, the MTRC had been maintaining close communication with frontline staff working on the platform, and the staff could also reflect their opinions to the company through different channels; and
- (iii) The MTRC had conducted studies on the installation of platform gates for ERL stations before. However, the arc-shaped platform design of some ERL stations due to topographical factors had resulted in wider platform gaps at some locations and posed a tremendous and complicated technical difficulty to the installation of automatic platform gates. The MTRC regarded the SCL project as a good opportunity to resolve a number of complicated technical issues for the installation of automatic platform gates for the ERL in one go because the project involved replacement of the signal system, procurement of new trains as well as alterations to ERL platforms.

152. There being no further comments, the Chairman declared the discussion of this item closed.

**Agenda Item 13: Concern over Future Arrangements for Public Transport Interchange near Wing On Plaza, Tsim Sha Tsui East
(YMTTTC Paper No. 11/2013)**

153. The Chairman said that the written response from the TD (Annex 4) had been faxed to Members for reference before the meeting. He then welcomed Ms Christine YUEN, Acting Senior Transport Officer/Yau Tsim Mong of the TD.

154. Ms KWAN Sau-ling briefly introduced the contents of the Paper. She said that the problem of illegal parking of coaches was serious in the vicinity of Mody Road in TST East while the utilisation rate of the public transport interchange (PTI) near Wing On Plaza was low; hence, she urged the TD to open the PTI to coaches for stacking or boarding/alighting.

155. Ms Christine YUEN responded that the TD had arranged for eight franchised bus routes to use the Mody Road Bus Terminus in TST East as terminus or en route stop. Such arrangements mainly relocated the bus termini and circular route bus stops near the PTI to the Mody Road Bus Terminus in the PTI, thereby improving the waiting environment for passengers and the stability of bus frequencies and freeing up more road space to improve the

street environment and relieve traffic congestion. As the design of the TST East (Mody Road) Bus Terminus was not suitable for the joint use by franchised buses and coaches or the use by coaches for boarding/alighting/stacking, the TD had no plan for the time being to open the bus terminus for use by coaches. Regarding the problem of illegal parking of coaches in TST East, she said that the TD had added nine parking spaces for non-franchised buses in the YTM District since 2011 and would continue to identify suitable locations in the district for provision of coach parking spaces.

156. The Chairman was disappointed with the TD's response. He said that the newly added parking spaces were far from adequate in relieving the problem. He also pointed out that the relocation of some bus routes (e.g. Bus Route No. 5) to the PTI had brought about increased inconvenience to passengers in using bus service. In addition, he hoped the TD would proactively consider opening the PTI for use by coaches.

157. There being no further comments, the Chairman declared the discussion of this item closed.

Agenda Item 14: Any Other Business:

**Information Paper – Mong Kok Road Footbridge System at Sai Yee Street – Extension across Nathan Road (Progress Report as at December 2012)
(YTM TTC Paper No. 12/2013)**

158. Ms WONG Shu-ming wanted to know whether residents of the buildings along the southern part of Mong Kok Road had lodged complaints to the HyD regarding the relocation of underground utilities currently underway at the road section. She also asked why the relocation of underground utilities at the southern section of Mong Kok Road took a longer construction period than the relocation at the northern section.

159. Mr PANG Tat-wing reported that the HyD had not received any complaints from residents in the vicinity about the relocation of underground utilities at the southern part of Mong Kok Road since its commencement in late December 2012. He explained that the relocation works at the southern part of Mong Kok Road took a relatively longer construction period because the number of underground pipes required to be relocated for this section was larger than that for the northern section. He added that he would request the consultant to provide further information in this regard after the meeting for Members' reference.

160. Ms WONG Shu-ming wanted to know if the footbridge extension was carried out as scheduled.

161. Mr PANG Tat-wing responded that the construction works at the southern part of Mong Kok Road was mainly divided into two parts, i.e. relocation of utilities and construction of bridge deck. According to the consultant's report, the works was underway as scheduled.

162. There being no further comments, the Chairman declared the discussion of this item closed.

163. There being no other business, the Chairman closed the meeting at 7:30 pm. The next meeting would be held at 2:30 pm on 21 March 2013.

(Post-meeting note: The Secretariat had received the HyD's written response to the question raised by Ms WONG Shu-ming (Annex 5) on 30 January 2013. The response had been forwarded to Members for reference.)

Yau Tsim Mong District Council Secretariat
March 2013

本函檔號: CR/EA/DC/YTM/1301/1025

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)

Only Chinese version is available
Annex 1

葉主席:

油尖旺區議會交通運輸委員會
關於港灣豪庭廣場港鐵特惠站及小童車費推廣計劃

就貴會於一月十七日舉行的會議上討論有關港鐵豪庭廣場港鐵特惠站及小童推廣優惠計劃的意見，現補充資料如下：

設置特惠站的目的，是希望透過推廣計劃，鼓勵更多市民選擇步行至最近的港鐵站乘搭港鐵，在為乘客提供推廣的同時，亦擴大客源，從而達致雙贏。設置特惠站是一個商業考慮，公司是需要從特惠站能否為公司帶來額外收益的方向作出評估。在釐定新增特惠站所提供的車費優惠時，公司會因應市場的情況，因此個別特惠站所提供的車費優惠會有所不同。

因此，建議增設「港鐵特惠站」的地點與最就近港鐵站的距離太遠或太近，未能帶來新增的乘客，又或者有關地點已有其他接駁公共交通工具提供折扣優惠往港鐵站，均未能符合設置特惠站的標準。此外，設置特惠站的地點，必需能夠提供基本設施，包括有足夠的空間放置特惠站和提供電力供應。

現時設於港灣豪庭廣場的港鐵特惠站的指定港鐵站為奧運站及南昌站，由於港灣豪庭並不鄰近旺角站、太子站及旺角東站，因此，將有關特惠站的指定港鐵站伸延至旺角站、太子站及旺角東站未能符合設置特惠站的標準。

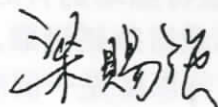
至於小童周末及公眾假期免費乘搭港鐵車費推廣計劃方面，該計劃於 2012 年 7 月 28(星期六)至 12 月 30 日(星期日)期間推行，所有 3 至 11 歲、使用小童八達通的小童，可於星期六、日及公眾假期，免費乘搭港鐵、輕鐵及港

鐵巴士。是項計劃是港鐵第一次推出，給予小童在周末及公眾假期免費乘搭港鐵。有關計劃剛完結，公司會檢討計劃成效。事實上，現時3至11歲小童使用小童八達通或特惠單程票已經享有約半價優惠。

港鐵公司每年均推出不同種類的車費推廣活動，答謝乘客的支持及鼓勵不同的乘客群使用鐵路服務。港鐵於去年五月宣布推出歷年來最大規模的新車費推廣計劃，包括「搭十送一」推廣優惠、小童周末及公眾假期免費乘搭港鐵、「即日第二程九折」優惠等，所有使用八達通乘搭港鐵的乘客，無論他們是否經常使用港鐵服務，長途客或短途客，均能受惠於計劃中一個或多個推廣。

在籌劃上述推廣計劃時，港鐵已細心聆聽了社會各界對港鐵票價和推廣優惠的意見。港鐵會因應市場情況，不時為乘客提供不同的推廣活動，以配合市場的變化。

對外事務高級經理



梁錫強

二零一三年一月二十一日

本署檔號：
來函檔號：YTM TTC Paper
No.8/2013
電話：23598 283
圖文傳真：27703 597



香港警務處
油尖警區總部
尖沙咀警署
九龍彌敦道 213 號

油尖旺區議會交通運輸委員會秘書處

轉交

孔昭華 關秀玲 葉傲冬 陳少棠
鍾港武 楊子熙 蔡少峰 劉柏祺

各位區議員：

**要求部門加大力度處理「黑的」問題
及關注尖沙咀廣東道的士等客阻礙交通問題**

本署收到由油尖旺區議會交通運輸委員會秘書處於 2013 年 1 月 3 日轉交各位區議員提出；要求部門加大力度處理「黑的」問題及關注尖沙咀廣東道的士等客阻礙交通問題。

有關於各位區議員提問在上述地點的問題，本署回覆如下：

問題（一）：由 2012 年 7 月至 12 月期間，本署共接獲有關油尖區共 305 宗的士交通案件投訴及舉報，其中有 14 宗列為刑事案件處理。

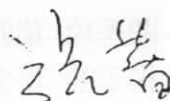
問題（二）：有鑑於近期涉及「黑的」及交通違例案件舉報有上升趨勢，而受害人均多數為遊客。油尖警區聯同西九龍總區刑事部及交通部，展開代號名為「先刺」的行動，以打擊的士司機在油尖區尤其廣東道一帶的違法或不當行為。在過去半年內（2012 年 7 月至 12 月），警方在尖沙咀廣東道一帶採取的有關行動，對交通違例事項共發出了 1,089 張定額罰款告票及 264 張 287 法庭傳票。另針對「濫收車資」及「盜竊」等的士不當行為，在各黑點展開執法及進行「放蛇」行動，行動中共拘捕了 12 名男的士司機及 1 名女子，涉及案件，例如「盜竊」、「企圖欺詐」、「處理贓物」、「濫收車資」及其他的士違例事項。其中 4 名的士司機被判即時入獄 1 個月至 4 個月、1 名的士司機被判罰社會服務令，另外多名被告分別被判罰款港幣壹仟元至壹萬元不等，其他案件則仍在調查或審理中。

問題（三）：警方將會繼續聯同各政府部門持續打擊的士違法行為，並採取多管齊下之方針，即執法、預防、教育及宣傳，以保障市民財產及維護香港的形象。

問題（四）：除持續檢控及「放蛇」行動外，警方亦在 2013 年 1 月 8 日與區議員及運輸署工程師實地考察尖沙咀廣東道購物區一帶的道路設計，研究優化工程（重新劃分禁區、考慮增設及重置廣東道的士站位置）以便利乘客循正規方法搭乘的士，藉此

有望減低「黑的」不法行爲，並配合警方執法，確保交通暢通。此外，立法會議員易志明亦在同日聯同的士業界代表到警察交通總部會見相關人員，商討加強打擊「黑的」違規行爲。

感謝各議員提出問題，如有進一步查詢，請致電 2359 8225 與油尖警區交通隊成建華警署警長聯絡。



(張潔 代行)

油尖警區指揮官

二零一三年一月十日

副本送：油尖旺區議會交通運輸委員會秘書處

政府總部
運輸及房屋局

運輸科
香港添馬添美道 2 號
政府總部東翼



Transport and
Housing Bureau
Government Secretariat

Transport Branch
East Wing, Central Government Offices,
2 Tim Mei Avenue,
Tamar, Hong Kong

本局檔號 Our Ref. L2/1/60
來函檔號

Only Chinese version is available

Annex 3

油尖旺交通運輸委員會第 10 / 2013 號文件

九龍旺角
旺角政府合署 4 樓
油尖旺區議會
交通運輸委員會秘書處
文淑欣女士 (傳真: 2722 7696)

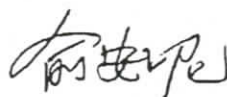
文女士:

於港鐵東鐵綫加裝自動月台閘門

謝謝你 2013 年 1 月 7 日的電郵，邀請運輸及房屋局派代表出席 2013 年 1 月 17 日的油尖旺區議會交通運輸委員會會議。就討論文件 (第 10/2013 號) 第一及第三項的提問，本局回應見附件。

運輸署會代表本局出席會議。港鐵公司亦會派出代表參與討論。

運輸及房屋局局長



(俞安妮代行)

2013 年 1 月 15 日

副本送：

機電工程署(經辦人：鄧志權先生)

傳真：3579 2016

運輸署(經辦人：莫英傑先生)

傳真：2802 2679

(經辦人：袁妙珍女士)

傳真：2397 8046

港鐵公司(經辦人：梁賜強先生)

傳真：2795 9991

提問一：過去一年，港鐵東鐵綫沿途各站共發生多少宗墮軌意外或跳軌事故？傷亡數字為何？當中在旺角東站及紅磡站發生的詳細情況為何？

1. 2012年東鐵綫乘客自殺及企圖自殺和意外墮軌¹的事件列於下表-

	自殺及企圖自殺	意外墮軌
東鐵綫 乘客墮軌數字	3 受傷人數：1 死亡人數：2	5 受傷人數：3 死亡人數：0
- 紅磡站	0	0
- 旺角東站	1	1

2. 旺角東站的乘客墮軌事故發生在2012年8月8日上午6時48分，一名28歲醉酒男子在旺角東站一號月台意外墮軌，該名男子有輕微受傷，其後由車站員工及乘客協助下返回月台。

3. 旺角東站的乘客跳軌自殺意外發生在2012年12月25日下午6時52分，當一列往羅湖方向的東鐵綫列車駛進旺角東站二號月台時，一名17歲男子於月台位置突然跳軌。車長即時按動緊急停車掣，但由於列車已靠近跳軌位置，列車在停頓前將該名男子撞倒及捲入車底。其後消防員証實該名男子已經死亡，並在7時18分將該名男子移離路軌。警方列作「自殺」個案。

¹ 乘客落入路軌的個案有不同的成因，包括乘客墮軌的意外（例如受酒精或藥物影響、因身體不適等）；自殺及企圖自殺的個案；及擠入路軌範圍的個案（例如乘客到路軌執拾跌在路軌上的物品、橫過路軌到另一邊月台等）。

提問三：除了上述兩項措施外，港鐵公司將如何減低或阻止再有墮軌意外或跳軌事故發生？特區政府又會否配合或向港鐵公司施壓，以儘快在東鐵綫沿途各站加裝月台幕門/安全圍欄？

4. 現時，港鐵公司在東鐵綫車站已加設不同安全設施及採取多項措施，以確保乘客在月台的安全，包括：在月台邊緣鋪設黃色凸條，提示乘客勿站越黃線；在月台空隙較闊的月台下及月台邊裝設照明燈和閃燈，提示乘客注意月台空隙，並加裝膠條，縮減月台與列車之間的空隙等。此外，列車在月台上落客時，月台及車廂亦會作出廣播，提醒乘客小心月台空隙。

5. 在加裝自動月台閘門前，港鐵公司已在2011及2012年內增聘超過200名月台助理，在東鐵綫及馬鞍山綫車站的月台維持秩序，及協助乘客上落列車。政府會繼續鼓勵港鐵公司積極研究採取進一步加強鐵路安全的措施。此安排政府亦曾多次向立法會，包括交通事務委員會轄下鐵路事宜小組委員會解釋。

6. 東鐵綫加裝自動月台閘門的工程會與沙中綫計劃同步進行，以達致協同效益。港鐵公司正循此方向展開加裝自動月台閘門工程。除了彎位月台空隙較闊的問題將獲得解決之外，配合沙中綫「南北走廊」工程，東鐵綫將安裝所需的新訊號系統並使用新列車，而月台改建工程亦會同時進行。預計在沙中綫「南北走廊」於2020年落成通車時，東鐵綫的自動月台閘門亦會投入運作。

運輸及房屋局
2013年1月

關注尖沙咀東麼地道巴士總站未來安排

本文件旨在回應油尖旺交通運輸委員會第 11/2013 號中，關秀玲議員、孔昭華議員、葉傲冬議員、陳少棠議員、鍾港武議員、楊子熙議員、蔡少峰議員及劉柏祺議員提出的查詢及建議。運輸署現回應如下：

現時，運輸署已安排八條專營巴士路線遷入尖沙咀麼地道巴士總站作總站或中途站。這些安排主要將原先總站設於附近街道或以循環綫形式運作的專營巴士路線，遷入該巴士總站，從而改善乘客的候車環境及令班次更穩定，以及改善街道環境及路面交通擠塞。因安排而騰空出來的路面空間，運輸署會研究給予其他車輛包括旅遊車使用。

事實上，由於尖沙咀東（麼地道）巴士總站的設計並不適合專營巴士和旅遊車一同運作，以及供旅遊車上落乘客/停泊，運輸署暫無計劃開放該巴士總站予旅遊車使用。

運輸署

2013 年 1 月

Urgent by Fax
2397 3425

MEMO

From Chief Highway Engineer/Kowloon, HyD
Ref. (KK063)HyD UK/12-14/3/76TTC(DMK)
Tel. No. 2707 7203
Fax No. 2758 3394
Email dcmk.u@hyd.gov.hk
Date 30 January 2013

To Secretary, Yau Tsim Mong District Council
(Attn: Miss Karen S Y MAN)
Email:
Your Ref.:
dated Fax No.:
Total Pages 1

**6th Meeting of Traffic and Transport Committee
of Yau Tsim Mong District Council
on 17 January 2013**

I refer to the subject YTM TTC meeting on 17 January 2013.

2. In response to the enquiry raised by Ms. Wong Shu Ming (YTM DC member) in the subject meeting, I append the following Consultant's written reply in Chinese for your reference.

旺角道與洗衣街的行人天橋系統 - 彌敦道伸延工程

黃舒明議員詢問

有關旺角道南面行人路及行車路的地下公用設施遷移工程所需要時間較北面為長。

顧問公司的回覆

由於旺角道北面行人路及行車路的地下公用設施遷移工程，只涉及封閉一條行車線的安排，而旺角道南面行人路及行車路的地下公用設施遷移工程則涉及封閉兩條行車線的安排。由於旺角道交通繁忙，因此不能夠在旺角道同時封閉兩條行車線，需要分階段封閉行車線進行工程。所以旺角道南面行人路及行車路的地下公用設施遷移工程所需要時間會較北面為長。顧問公司會密切留意工程施工進度，盡早完成南面行人路及行車路的地下公用設施遷移工程。

3. I should be grateful if you would forward our reply to the concerned YTM DC members.


DX	ADO	SJO	SLO	DS
LOI	EOI	LO/EO		

C.C.

AC for T/U, TD

(Attn: Miss Sally KUNG)

AECOM (Attn: Mr. Terry Kwok)


(T W PANG)
for Chief Highway Engineer/Kowloon
Highways Department

(Fax: 2397 8046)

(Fax: 3922 9797)