

**Minutes of the 9th Meeting of
Traffic and Transport Committee
Yau Tsim Mong District Council (2012-2015)**

Date: 18 July 2013 (Thursday)
Time: 2:30 p.m.
Venue: Yau Tsim Mong District Council Conference Room
4/F., Mong Kok Government Offices
30 Luen Wan Street
Mong Kok, Kowloon

Present:

Chairman

Mr IP Ngo-tung, Chris

Vice-chairman

Mr WONG Chung, John

District Council Members

Mr CHUNG Kong-mo, JP	Mr CHOW Chun-fai, BBS, JP	Mr LAU Pak-kei
Ms KO Po-ling, BBS, MH, JP	Mr HAU Wing-cheong, BBS, MH	Mr WONG Kin-san
Mr CHAN Siu-tong, MH	Mr HUI Tak-leung	Mr WONG Man-sing, Barry, MH
Mr CHAN Wai-keung	Mr HUNG Chiu-wah, Derek	Ms WONG Shu-ming
Mr CHOI Siu-fung, Benjamin	Ms KWAN Sau-ling	Mr YEUNG Tsz-hei, Benny, MH

Co-opted Members

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

Representatives of the Government

Mr FUNG Kwok-leung, Andrew	Senior Liaison Officer (1)	Home Affairs Department
Ms YUEN Miu-chun, Christine	Senior Transport Officer/Yau Tsim Mong	Transport Department
Ms KUNG Wai-han, Sally	Engineer/Mongkok & Yaumatei	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	Hong Kong Police Force

Team (Yau Tsim)

In Attendance:

Mr CHAN Wai-kit	Engineer/Express Railway Link (9)	Highways Department
Mr YIP Koon-keung, Ken	Senior Engineer/Priority Railway 1	Transport Department
Mr FUNG Wai-chung	Senior Liaison Engineer	MTR Corporation Limited
Ms Gloria WOO	Projects Communications Manager	MTR Corporation Limited
Mr YEUNG Min	Senior Engineer/Kowloon District Central	Transport Department
Mr TANG Hoi-chiu	Chief Curator (Special Projects)	Leisure and Cultural Services Department
Ms Becky CHAN	Executive Manager	Avenue of Stars Management Ltd.
Mr CHIU Ho-ming, Curtis	Senior Transport Officer/Bus & Railway	Transport Department
Mr Brian NG	Senior Planning Officer	Citybus Limited/New World First Bus Services Limited
Ms Peggy WONG	Assistant Manager, Planning and Development	The Kowloon Motor Bus Co. (1933) Limited
Mr WAN Yin-chiu	Senior Manager (Community Affairs)	The Kowloon Motor Bus Co. (1933) Limited
Mr Kenny POON	Officer (Community Affairs)	The Kowloon Motor Bus Co. (1933) Limited
Mr CHUNG Chi-shun	Deputy Project Team Leader	Highways Department
Mr Ivan LAW	Deputy Project Manager	Mott MacDonald Hong Kong Ltd.
Ms FUNG Man-ki	Engineer/Planning 2	Transport Department
Ms LEE Siu-wai, Yvonne	District Operations Officer (Yau Tsim)	Hong Kong Police Force
Mr CHEUNG Chun-ning	Senior Maintenance Engineer/Kowloon West	Highways Department
Mr CHUNG Siu-man	Maintenance Engineer/Yau Tsim	Highways Department
Mr NG Tim-bo	Senior Engineer/Kowloon 2	Water Supplies Department
Mr LAM Wai-kei	Engineer/Kowloon (Distribution 1)	Water Supplies Department
Mr CHU Hing-lim	Officer-in-Charge (Road Management Office) (Traffic Kowloon West)	Hong Kong Police Force
Mr CHAN Kit-fung	Officer-in-Charge (Road Management Office) (Traffic Kowloon West)	Hong Kong Police Force
Ms HO Siu-ping, Betty, JP	District Officer (Yau Tsim Mong)	Home Affairs Department
Mr YEUNG Wing-kin	Engineer/Housing & Planning 3/Kowloon	Transport Department
Mr TSANG Kwok-keung	Police Community Relations Officer (Mong Kok District)	Hong Kong Police Force
Mr YIP Yuen-fat	Sergeant, Police Community Relations Office (Mong Kok)	Hong Kong Police Force
Mr LI Ka-kei	District Environmental Hygiene Superintendent (Mong Kok)	Food and Environmental Hygiene Department
Mr YEUNG Chuen-ching, Francis	Senior Environmental Protection Officer (Regional East) 1	Environmental Protection Department

Ms PONG Sze-wan, Cecilia

Executive Officer (District
Management) 1, Yau Tsim Mong
District Office

Home Affairs Department

Secretary

Miss MAN Shuk-yan, Karen

Executive Officer (District Council)
1, Yau Tsim Mong District Office

Home Affairs Department

Absent:

Mr LAW Siu-hung, Paul

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 item. He proposed that Members who had submitted papers be given no more than two minutes to make additional remarks, and that each Member be allowed to speak twice on each item: two minutes for the first time and one minute for the second time. There was no objection.

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

Item 1: Confirmation of Minutes of Last Meeting

4. The Chairman said that the Secretariat had received from the Marine Region of the Hong Kong Police Force ("HKPF") a proposal for amendment to the minutes of the last meeting. The relevant document (see Annex 1) was distributed at the meeting for Members' information.

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

(Mr Benjamin CHOI, Ms WONG Shu-ming and Mr Benny YEUNG joined the meeting at 2:35 p.m.)

**Item 2: Hong Kong Section of Guangzhou-Shenzhen-Hong Kong Express Rail Link – Temporary Traffic Management Scheme for West Kowloon Terminus
(YTMTTC Paper No. 39/2013)**

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

- (a) Mr CHAN Wai-kit, Engineer/Express Railway Link (9) of the Highways Department (“HyD”);
- (b) Mr Ken YIP, Senior Engineer/Priority Railway 1 of the Transport Department (“TD”); and
- (c) Mr FUNG Wai-chung, Senior Liaison Engineer and Ms Gloria WOO, Projects Communications Manager of the MTR Corporation Limited (“MTRCL”).

(Ms KO Po-ling and Mr CHOW Chun-fai joined the meeting at 2:38 p.m.)

7. Mr FUNG Wai-chung briefly introduced the paper.

(Mr WONG Kin-san and Mr HUI Hon-man joined the meeting at 2:40 p.m.)

8. Mr Derek HUNG pointed out that the road sign guiding vehicles to turn from Wui Cheung Road to Canton Road was not clear, and hoped that the MTRCL would improve the situation. He also said that the implementation of temporary traffic arrangement at Austin Road West might result in traffic jam during peak hours, and suggested that the MTRCL widen the buffer zone for vehicles turning from Austin Road West to Wui Cheung Road and resume two-lane traffic at Austin Road West as soon as possible.

9. Mr CHUNG Kong-mo said that the traffic was busy at Jordan Road, Canton Road and Ferry Street and traffic congestion occurred from time to time. He wanted to know about the possible impacts on the nearby area brought by the traffic diversion arrangement for the works of the Hong Kong Section of Guangzhou-Shenzhen-Hong Kong Express Rail Link (“XRL”).

10. Mr CHAN Siu-tong opined that the MTRCL should provide sufficient and clear directional signs for motorists when implementing traffic diversion arrangements so as to avoid causing any confusion to motorists’ driving routes.

11. The Chairman said that there were reports earlier saying that the XRL works were delayed. He was worried that this would also delay the foundation works of the West Kowloon Cultural District (“WKCD”), and would like to know the response from the MTRCL.

12. Mr FUNG Wai-chung responded as follows:

- (i) The MTRCL would temporarily close a section of the temporary Road D1A(S) northbound between Jordan Road and Wui Cheung Road from September 2013, and the traffic light control arrangement at the junction of Wui Man Road and Wui Cheung Road would be cancelled accordingly. Taking into account the traffic flow from Wui Cheung Road to Canton Road, the MTRCL would make adjustment to the timing of traffic light signals so as to ensure smooth traffic.
- (ii) The MTRCL would conduct trial operation of diverted routes every time before the implementation of any traffic diversion plan, and discuss with the government departments concerned about the addition of directional signs having regard to the actual circumstances, for the convenience of motorists.

- (iii) The entire XRL works were expected to be completed by 2015 and the MTRCL had set up a liaison group to maintain communication with the West Kowloon Cultural District Authority for mutual co-ordination on the implementation of foundation works of the WKCD and the works for XRL.

13. Mr Ken YIP responded that the TD had made long-term planning with a view to improving the traffic situation of the West Kowloon District, which included a plan to widen the junction at Austin Road West and Canton Road so as to ease the traffic flow in and out of Tsim Sha Tsui ("TST"). He added that the TD would hold liaison group meetings with the representatives of the Police, HyD and MTRCL every time before approving any traffic diversion arrangement to evaluate comprehensively the impacts of diversion measures on the traffic nearby in order to alleviate the inconvenience caused to road users by the diversion as much as possible.

14. Mr CHUI Kin-man suggested that the MTRCL consult DC Members of the constituency concerned prior to the implementation of temporary diversion arrangements.

15. The Chairman supplemented that the MTRCL and TD had held a number of meetings and conducted on-site inspections with DC Members of the constituency concerned when drawing up temporary diversion arrangements in respect of the XRL works. He highly commended such practices.

16. Mr Derek HUNG pointed out that the entrance of the cross boundary coach terminus now situated at Lin Cheung Road would be closed from September 2013 and cross boundary coaches would have to switch to Nga Cheung Road for access. He asked whether this arrangement would be permanent. Moreover, he would like to know whether piling works had been carried out for the works of Lin Cheung Road vehicular underpass.

17. Mr FUNG Wai-chung responded that the MTRCL would continue with its current approach, i.e. listening to the views of DC Members of the constituency concerned prior to the implementation of any temporary diversion arrangement. He also said that the entrance of the cross boundary coach terminus at Lin Cheung Road would remain open after the foundation works of the Lin Cheung Road pedestrian subway and footbridge were completed. Besides, the MTRCL was currently carrying out sheet piling work before excavation for the construction of the Lin Cheung Road vehicular underpass.

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

Item 3: Progress Report on District Traffic Improvement Projects under Construction or Planning by Transport Department/Highways Department (as at June 2013)
(YTM TTC Paper No. 36/2013)

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

20. Mr NG Tin-chi and Mr PANG Tat-wing briefly introduced the paper.

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

Item 4: Traffic Light Controlled Pedestrian Crossing Facilities at Junction of Salisbury Road and Nathan Road

22. The Chairman welcomed the following representatives to the meeting:
- (a) Mr YEUNG Min, Senior Engineer/Kowloon District Central of the TD; and
 - (b) Mr TANG Hoi-chiu, Chief Curator (Special Projects) of the Leisure and Cultural Services Department ("LCSD").
23. The Chairman also welcomed Ms Becky CHAN, Executive Manager of Avenue of Stars Management Ltd. to the meeting.
24. Mr YEUNG Min briefly introduced the paper.
25. Mr Derek HUNG was worried that the provision of traffic light-controlled crossing on Salisbury Road might affect the vehicular flow which entered Salisbury Road from Nathan Road. He enquired whether the TD had assessed the impact of the new pedestrian crossing on the traffic nearby.
26. Mr HAU Wing-cheong supported the provision of crossing on Salisbury Road and opined that it could facilitate members of the public and visitors to have direct at-grade access to TST waterfront and safeguard pedestrians since the crossing would be signal-controlled. He also said that the conversion of part of the pavement along Salisbury Road into carriageway would help increase the number of traffic lanes which could greatly improve traffic flow.
27. Mr CHAN Siu-tong recalled that there used to be a crossing fronting the main entrance of The Peninsula Hong Kong but it was removed upon the completion of the subway under Salisbury Road. Pedestrians now could only reach TST waterfront via a circuitous subway from Sheraton Hong Kong Hotel & Towers. Some pedestrians, for the sake of convenience, might jaywalk, thus causing danger. Therefore, he supported the reprovision of traffic light-controlled crossing on Salisbury Road.
28. Mr YIM Kin-ping would like to know why the TD removed the crossing on Salisbury Road in the past. Crossing facilities separating pedestrians from vehicles were mostly provided at road sections with heavy traffic. He suggested that, for the sake of road safety, a subway or a footbridge with direct access to TST waterfront be constructed on Salisbury Road.
29. Ms KWAN Sau-ling said that the TD removed the crossing on Salisbury Road only on a temporary basis. The current proposal put forward by the TD was simply to restore the original arrangement. She hoped for early implementation of the project so that it would be more convenient for the elderly to cross the road.
30. Both Mr CHUI Kin-man and Mr HUI Hon-man approved of TD's proposal on the provision of a new traffic light-controlled crossing on Salisbury Road.
31. Mr HUI Tak-leung recalled that the TD had proposed, at a meeting of the Traffic and Transport Committee ("TTC") around eight years ago, the removal of the original crossing on Salisbury Road for the sake of pedestrian safety. He supported the addition of a traffic light-controlled crossing on Salisbury Road but was concerned whether the provision of such facility at the current proposed location would pose any danger to pedestrians.

32. Mr CHAN Sik-ming approved of TD's proposal and asked about the size of the refuge island for the crossing. He was worried that if the refuge island was too small, pedestrians would have to stay on the carriageway, which could cause accidents easily.

33. The Chairman recalled that he had requested, at a meeting of the TTC, the TD to refine the existing subway network under Nathan Road and consider constructing additional underground passageways connecting MTR TST Station with the vicinity of Hong Kong Cultural Centre and the waterfront, but the TD had replied that the suggestion was not feasible. He supported TD's proposal on the provision of a new traffic light-controlled crossing on Salisbury Road and hoped for its early implementation.

34. Mr YEUNG Min responded as follows:

- (i) After assessment, the TD considered that the provision of traffic light-controlled crossing at the proposed location would not pose any safety problem.
- (ii) The LCSD was planning to remodel Salisbury Garden. The TD took the opportunity to spare some space of the garden to widen Salisbury Road, alleviate traffic load and re-provision an at-grade pedestrian crossing at the said location.
- (iii) It was estimated that there would have around 1 000 persons using the re-provisioned crossing on Salisbury Road each hour. The TD had fully considered pedestrian flow and additional reserve factors when designing the refuge island in the middle of the crossing, the size of which would be able to cope with the flow of pedestrians waiting to cross the road at the said location. The design had also given due consideration to pedestrian safety.
- (iv) The provision of a new traffic light-controlled crossing on Salisbury Road would inevitably affect vehicles coming from Nathan Road. The impact was however negligible.
- (v) The project would be carried out in two phases. Phase 1 of the project involved the construction of a new traffic light-controlled crossing on Salisbury Road and was anticipated to complete in the second half of 2014. Road widening in phase 2 of the project, which involved land resumption and underground pipe diversion, would take longer time and there was at present no definitive timetable for the works.

35. Mr Barry WONG supported TD's proposal on the crossing and hoped for its early implementation. He explained the two major designs of crossings with refuge island. One of the designs assumed that pedestrians would have enough time to cross the road and have no need to stay on the refuge island. Another design assumed that pedestrians would have to, in the course of crossing the road, wait for the switch of traffic signals on the refuge island before they could proceed. Under such circumstances, it was necessary for the TD to consider whether the refuge island was large enough to cope with pedestrian flow. He would like to know which design would be adopted for the proposed crossing. In the case the latter design would be adopted, he would like to know about the estimated capacity of the refuge island.

36. Mr Derek HUNG was pleased with TD's reply which stated that the proposed crossing would not have great impact on traffic flow on Salisbury Road.

37. Mr Benjamin CHOI expressed disappointment over the failure of TD's representative to give a clear account of the reason for removing the crossing on Salisbury Road in the past.

38. Mr YEUNG Min responded as follows:

- (i) Given that the capacity of the junction of Nathan Road and Salisbury Road could not cope with the heavy flow of both pedestrians and vehicles, the TD at the time considered it necessary to replace the at-grade crossing with a subway. Now that the remodelling of Salisbury Garden could spare space for road widening, the capacity of the junction would be high enough to allow the provision of an at-grade crossing.
- (ii) The busy traffic on Salisbury Road rendered it difficult to give pedestrians ample time to cross the entire span of the road. In view of this, the proposed crossing was divided into sections. Pedestrians would have to proceed to the refuge island and wait for traffic signals before they could continue to cross the road.
- (iii) The proposed at-grade pedestrian crossing was designed with due regard to turning movements of vehicles. The flow of vehicles which entered Salisbury Road from Nathan Road would not be affected.

39. Mr CHUNG Kong-mo said it was understandable that the TD had decided at the time to construct a new subway as the capacity of the road section concerned was close to saturation. He welcomed TD's reprovision of a crossing on Salisbury Road and opined that it could divert some pedestrian flows heading for TST. He further proposed that road signs be erected near the proposed crossing to alert motorists that there were pedestrians crossing near the road ahead.

40. Mr YIM Kin-ping would like to know when the proposed crossing would reach saturation. He opined that the TD should adopt crossing facilities separating pedestrians from vehicles as far as practicable so as to safeguard pedestrians.

41. In response, Mr YEUNG Min explained that the TD would in general consider adopting crossing facilities separating pedestrians from vehicles on roads and highways which could not cope with heavy flow of both vehicles and pedestrians.

42. The Chairman concluded that most of the Members supported TD's provision of a crossing on Salisbury Road.

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

Item 5: Public Transport Re-organisation Plans to Tie in with the Commissioning of West Island Line and South Island Line (East)
(YTMTTC Paper No. 38/2013)

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

- (a) Mr Curtis CHIU, Senior Transport Officer/Bus & Railway of the TD;
- (b) Mr Brian NG, Senior Planning Officer of the Citybus Limited/New World First Bus Services Limited; and

- (c) Ms Peggy WONG, Assistant Manager, Planning and Development, Mr WAN Yin-chiu, Senior Manager (Community Affairs) and Mr Kenny POON, Officer (Community Affairs) of The Kowloon Motor Bus Co. (1933) Limited.

45. Mr Curtis CHIU briefly introduced the paper.

46. The Chairman said that papers on bus route re-organisation submitted by the TD and bus companies to the TTC were, more often than not, for information rather than for listening to the views of Members. He was dissatisfied that the TD implemented the final proposal without consulting the TTC again after revising the plan. He requested the TD to review its current practice.

47. Mr Barry WONG wanted to know the role of the TTC in this consultation. Besides, he asked the TD the meaning of the “change in number of buses” in Annex 3. He cited route nos. 103 and 104 as examples, in which the “change in number of buses” for the two routes were -2 and -8 respectively under the proposed bus route re-organisation plan. He wanted to know whether that meant the frequency for the two routes during peak hours would be increased or decreased.

48. Mr CHAN Wai-keung enquired the remaining number of buses for route nos. 904, 905 and 970 after reduction. He said that while the TD intended to shorten the route for bus route no. 104 and estimated that passengers traveling to and from the Yau Tsim Mong District (“YTM District”) and the Western District using the said bus route could take bus route nos. 904 and 905 instead, the TD also planned to reduce the frequency of the two routes at the same time. With reduced frequency and increased patronage, this arrangement would bring negative impact to passengers originally taking bus route nos. 904 and 905.

49. Mr Benjamin CHOI opined that the bus route nos. 904 and 905 were always full and the frequency of the two routes could not be reduced even after the West Island Line came into service. He also said that TD’s proposed reduction in bus routes would make some members of the public only be able to take MTR in future. This was tantamount to depriving the public their choices of public transport.

50. Mr LAU Pak-kei reiterated that he opposed diverting more bus routes (e.g. 6X, 30X and 41A) to the West Kowloon Corridor before the installation of any traffic noise reduction facilities. He also said that after the commissioning of the MTR West Island Line and South Island Line (East), bus companies could consider diverting bus route nos. 904 and 905 from the current route in the Tai Kok Tsui District to Sham Mong Road and inner roads of Tai Kok Tsui if resources could be spared. He opined that there would have sufficient patronage to support this re-routing arrangement. Moreover, he opined that the waiting time for route no. 914 was too long and the frequency should be increased.

51. Ms KO Po-ling opined that the TD and bus companies should redistribute bus resources with reference to the demand for bus service. She further said that Yau Tsim Mong West Area Committee had repeatedly requested bus companies to strengthen the service of bus route nos. 904 and 905 and hoped that the TD and bus companies could take heed of such demand.

52. The Vice-chairman strongly opposed the re-routing of more bus routes to the West Kowloon Corridor. He recalled that the TD had consulted Members on different bus route re-organisation plans at TTC meetings but the views of Members were not adopted by the TD. He doubted whether the TD would listen to the views of Members in this consultation. He

also said that residents in the Tai Kok Tsui District relied on bus route nos. 904 and 905 for crossing the harbour and thus the proposal for reducing the frequency of the two bus routes was not acceptable.

53. Mr CHUI Kin-man proposed re-routing bus route nos. 904 and 905 to the Western Harbour Crossing via Sham Mong Road and Hoi Wang Road respectively. He opined that this could help attract more passengers.

54. The Chairman said that the TTC did not oppose the broad direction of the bus route re-organisation plan but was dissatisfied with the TD in arranging more bus routes to pass through the West Kowloon Corridor which would increase traffic noise and pose greater nuisance to residents nearby. He also said that the TD, as the department for approving bus route re-organisation plans, implemented the bus route re-organisation plan without adopting the views of Members after consulting the TTC. The consultation was in fact not a genuine one and he did not rule out the possibility of writing to the Commissioner for Transport to make a reprimaud.

55. Mr Curtis CHIU responded as follows:

- (i) The departures to be reduced for the cross-harbour bus route no. 103 were the two special departures of route no. 103P (from Pokfield Road to Mong Kok) which provided unidirectional service during peak hours in the morning. Moreover, more bus resources could be spared if bus route no. 104 was shortened as proposed. If the proposal of the re-organisation plan for route nos. 103 and 104 was implemented, the frequency of the bus routes concerned would be more or less the same as present.
- (ii) Following preliminary estimation of patronage, the TD proposed reducing the frequency for the bus route nos. 904 and 905. However, the department would assess the actual patronage of the two bus routes thoroughly again through onsite investigations after the MTR West Island Line and South Island Line (East) came into service. If the patronage was not reduced as a result of the commissioning of the new MTR lines, the TD would not reduce the frequencies of the two bus routes rashly.
- (iii) The TD noted Members' demands for strengthening bus services in the Tai Kok Tsui District and would study, with bus companies, allocating the bus resources spared by the re-organisation of routes to bus routes with greater demand for the sake of service improvement.

56. The Chairman said that Members had repeatedly mentioned that there was a need to strengthen the service of route nos. 904 and 905 at previous TTC meetings but the TD had not taken heed of such request so far. He criticised the TD for being inflexible and requested the representatives of the department to clarify the role of the TTC in this consultation.

57. Mr Curtis CHIU supplemented that the TD was now consulting the views of various DCs on the preliminary proposal of the bus route re-organisation plan. After listening to the views of different parties, the TD would consider revising the plan and then submit the revised proposal to various DCs. The TD would send representatives to DC meetings to explain revised proposals if necessary.

58. The Chairman recalled that the TD had consulted the views of Members on the bus

route re-organisation plan at a TTC meeting in March 2013. At that time, Members had strongly opposed the department's diversion of more bus routes to the West Kowloon Corridor. However, the TD did not adopt the views of Members and only informed Members in writing that the bus route re-organisation plan had been implemented in June. He asked the TD if it would, after amending the bus route re-organisation plan, submit the revised proposal to the TTC for discussion before implementation.

59. Mr Curtis CHIU responded that the TD could consult the views of Members again after revising the bus route re-organisation plan if the TTC wished so. Moreover, he would reflect to the staff concerned of the department after the meeting that Members had raised objection to diverting more bus routes to the West Kowloon Corridor at the meeting.

60. Ms KWAN Sau-ling asked the TD whether the bus route no. 113 would be completely cancelled under this bus route re-organisation plan. She also said that as the patronage was high and the frequency was low, the frequency for bus route no. 104 should be increased. She could not understand why the TD proposed reducing the number of buses for this route.

61. Mr HUI Tak-leung said that personally he would not support the proposal put forward by the paper unless the TD promised to revise, after the meeting, the bus route re-organisation plan according to views of Members and submit it again to the TTC for discussion.

62. Mr Barry WONG was glad to hear that the frequency for bus route nos. 103 and 104 during rush hours would not be reduced under the bus route re-organisation plan but he pointed out that the waiting time for route no. 104 was quite long and the queue even extended to the footbridge outside the Hung Hom MTR station during rush hours. The TD should improve the situation. He also said that if the TD continued to disregard views of Members and implemented the bus route re-organisation plan without the support of Members, the department could simply inform Members in writing and there was no need for it to waste time in attending TTC meetings.

63. The Chairman said that he did not hope that the TD only notified the TTC in writing about the final proposal of the bus route re-organisation plan.

64. The Vice-chairman said that he had prepared letters for submission to the representatives of the TD and bus companies after the meeting to express his personal opposition against the diversion of more bus routes to the West Kowloon Corridor. He also asked the TD whether the waiting time for bus route nos. 970 and 970X would be increased following the implementation of the bus route re-organisation plan.

65. Mr CHAN Wai-keung said that representatives of the TD had not yet replied on the remaining number of buses for bus route nos. 904, 905 and 970 under the proposed plan. He also pointed out that some of the areas of Hong Kong Island (e.g. Sai Wan) were not covered by MTR even after the commissioning of the MTR West Island Line and the South Island Line (East). Residents traveling to and from these districts still needed to rely on bus services and he hoped that the TD could pay attention to this.

66. Mr Derek HUNG hoped that the TD could provide supporting reasons and relevant data when it formulated the bus route re-organisation plan.

67. Mr CHUNG Kong-mo said that the demand of residents in the Tai Kok Tsui Reclamation Area for cross-harbour bus service was keen and he opposed reducing the routes of cross-harbour buses passing through the Tai Kok Tsui District. He also said that the TD was indeed cheating the public in pointing out that passengers traveling to and from the YTM District and the Western District could take the bus route nos. 904 and 905 instead after the reduction in frequency for bus route no. 104 while the department proposed reducing the frequency of the two routes at the same time.

68. Mr Benjamin CHOI pointed out that the waiting time for bus route no. 914 was quite long, with uneven headway. Passengers very often had to take other bus routes or MTR instead as a result. However, the TD proposed reducing the frequency of the route because of low patronage, which resulted in a vicious cycle. He also said that following the commissioning of the MTR West Island Line, buses of the route nos. 904 and 905 could access the Sai Ying Pun MTR Station directly after passing through the Western Harbour Crossing according to the existing routes of the two buses. The TD should increase the frequency of the two bus routes to facilitate MTR feeder service.

69. Mr Benny YEUNG agreed to the increase of frequency of the route no. 914. He also pointed out that the bus route no. 970 always got full and did not stop at stations. This showed that there was no room for reducing frequency of that route.

70. The Chairman criticised bus companies for lengthening the headway to address the problem of bus delay, he urged bus companies to increase frequency of buses to solve the problem.

71. Mr Curtis CHIU responded as follows:

- (i) The TD preliminarily proposed that the cross-harbour bus route no. 113 be cancelled having regard to the consultant's estimation of patronage following the commissioning of the new MTR Lines. However, the TD would consider this proposal thoroughly after collecting the views of various DCs.
- (ii) The TD noted Members' views on the current service of cross-harbour bus route nos. 904, 905 and 970 and would conduct onsite investigations to follow up the change in patronage for those bus routes following the commissioning of the MTR West Island Line and South Island Line (East). If the patronage remained at the current level, it was believed that bus companies would maintain the current service level and would not implement the proposed frequency reduction.
- (iii) The TD noted views of some Members on the routes of buses currently passing through the Tai Kok Tsui District. Staff concerned of the department would continue to follow up the improvement of bus service in the Tai Kok Tsui District through discussion with DC Members of the constituency concerned.
- (iv) The number of buses for some bus routes were as below:
 - No. 970 : 21 buses
 - No. 970X : 16 buses
 - No. 904 : 11 buses
 - No. 905 : 26 buses

- No. 104 : about 30 buses (including special departures during rush hours in the morning).

- (v) After the commissioning of the MTR West Island Line and South Island Line (East), residents of YTM District could access various districts on the Hong Kong Island directly by taking MTR and it was estimated that the demand of residents for cross-harbour bus service would decrease accordingly. Nevertheless, if the patronage of buses still maintained at the current level by then, the TD would not implement on its own any frequency reduction under the bus route re-organisation plan.

72. The Chairman said that the TD recommended reducing the frequency of or cancelling bus routes after paying a huge sum of public money to commission consultants to conduct assessment. He was doubtful about TD's remarks that it would review and revise the bus route re-organisation plan again. He recalled that in the past Members had made several appointments with senior officials of the TD on improvement of bus service in the Tai Kok Tsui District but to no avail. Thus he held reservations on the remarks of representatives of the TD that the department would further discuss with DC Members of the constituency concerned after the meeting. He hoped that representatives of the TD could respect and seriously consider views of Members during this consultation.

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

Item 6: Strong Indigation against Slow Progress of Provision of Lift Access to Bute Street Subway near Nathan Road (YTMTTC Paper No. 40/2013)

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

- (a) Mr CHUNG Chi-shun, Deputy Project Team Leader of the HyD; and
- (b) Mr Ivan LAW, Deputy Project Manager of the Mott MacDonald Hong Kong Ltd.

75. Ms WONG Shu-ming briefly introduced the paper. She requested the HyD to report the progress of works in respect of the provision of lift access to Bute Street Subway near Nathan Road.

76. Mr CHUNG Chi-shun responded that the relevant works were in progress as scheduled. The HyD had officially awarded the works contract in 2013. The contractor was carrying out pre-construction works, which included drawing up detailed construction plans, arranging traffic diversion and applying for an excavation permit, etc. The contractor also needed to liaise with the TD and Police. The whole process was expected to take four to six months. The HyD expected that the works could be commenced in September 2013 and completed in 2015.

77. Ms WONG Shu-ming quoted the remarks of another representative of the HyD which was made at a TTC meeting in January 2013, saying that the relevant works would commence in the first quarter of 2013. However, the works had yet to commence. Therefore, she questioned the remarks made by the representative of the HyD, saying that the

works were in progress as scheduled, and she did not believe that the works could be completed on time. She proposed writing to the Director of Highways in the name of the TTC to express TTC's concern about the progress of the works.

78. Mr HUI Tak-leung suggested that this item be dealt with under "Matters Arising", and that the TTC would make a reprimand if the HyD had yet to commence the relevant works by the time of the next meeting.

79. Ms WONG Shu-ming reiterated that a letter should be sent to the Director of Highways in the name of the TTC to state its concern about the progress of the works. She also requested the HyD to submit information papers under "Any Other Business" at each TTC meeting to give an account of the progress of this works project.

80. The Chairman said that the next TTC meeting would be held in September 2013, and the representative of the HyD had just indicated that the works would commence in the same month. He asked Members should they understand the works progress at the next meeting and then determine whether to write to the Director of Highways to express the demands of the TTC.

81. Ms WONG Shu-ming reiterated that as the commencement date had been delayed from 2009 till now, it was hard for her to believe that the HyD could commence the works in September 2013 as scheduled. She also said that if the Chairman disagreed to issue a letter in the name of the TTC, she would express her concern over the delay of the relevant works to the HyD in writing on her own in the capacity of a DC Member of the constituency concerned.

82. Mr CHAN Siu-tong said that as the representative of the HyD had clearly indicated that the works would be commenced in September this year, Members should trust the department. If the HyD could not honour its undertaking to commence the works by the next TTC meeting, he believed that Members would condemn the department. He also urged the HyD to commence the relevant works as scheduled.

83. Mr CHUNG Chi-shun responded as follows:

- (i) The HyD had proposed to DCs the provision of lift access to some of the footbridges/subways in districts in 2009, and the Bute Street Subway near Nathan Road was one of the proposed sites. At that time, the HyD was conducting a feasibility study on this works project, which was only the preliminary work of the whole project. The HyD had later commissioned a consultant to design the works in detail.
- (ii) The HyD had given an account of the progress of this works project at the TTC meeting in January 2013. At that time, the department had said that the works would be commenced in the first quarter of 2013, which meant the effective date of the works contract. The HyD had awarded the works contract in late March 2013.
- (iii) As the pavement near the proposed lift was narrow, the HyD had to make proper pre-construction arrangement and cooperate with the TD and Police. The HyD expected that the works could be commenced in late September 2013 and be completed in 2015.

84. The Chairman would like to know when the HyD could confirm the commencement

date of this works project.

85. Mr CHUNG Chi-shun responded that the HyD could only confirm the commencement date after the excavation permit was issued. However, the department expected that the works could be commenced in September 2013.

86. The Chairman suggested that this item be dealt with under “Matters Arising”, and requested the representative of the HyD to attend the next meeting to report the confirmed commencement date. Mr CHUNG Chi-shun agreed to such suggestion.

87. Mr WONG Kin-san was worried that the HyD might commence the works hastily for the sake of honouring its undertaking to commence the works in September 2013. He requested the HyD to give a clear account of the commencement date of this works project and details of the works. He continued that the TTC should immediately condemn the HyD in writing if there was still no progress of this works project by the next meeting.

88. Mr CHUNG Chi-shun responded that as the added lift would be connected to the subway, the contractor had to carry out excavation work at three metres below the subway to build the base and place the lift there. Moreover, if there were buried utilities within the area of the works site, the HyD had to contact utility companies to remove the relevant facilities to facilitate construction. He added that during the construction period the HyD would send staff to the site to monitor the works progress. He also pointed out that the contractor could not carry out large-scale works due to environmental constraints.

89. Ms WONG Shu-ming agreed to deal with this item under “Matters Arising”. She reiterated that the provision of lift access to Bute Street Subway near Nathan Road could provide convenience to the residents nearby, and thus she urged the HyD to commence the relevant works as soon as possible.

90. The Chairman announced that this item would be dealt with under “Matters Arising”, and urged the HyD to prepare well for reporting the latest progress of the works project at the next meeting.

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

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

Item 7: Suggestion to Allow Vehicles from Yan Cheung Road to Turn Right onto Ferry Street
(YMTTTC Paper No. 41/2013)

92. The Chairman welcomed Ms FUNG Man-ki, Engineer/Planning 2 of the TD to the meeting.

93. Mr CHAN Siu-tong briefly introduced the paper. He said that it was difficult for motorists to have access to The Coronation currently, and hoped that the TD would proactively study the feasibility of allowing vehicles to turn right onto Ferry Street from Yan Cheung Road.

94. Ms FUNG Man-ki responded as follows:

- (i) The consultant commissioned by the developer of The Coronation had conducted a study and drafted plans in respect of the transport accessibility of the estate. The TD supported in principle the proposed plan to open the junction of Yan Cheung Road and Yau Cheung Road, and in this connection the developer was now working on detailed work design.
- (ii) The HyD was planning to extend Hoi Wang Road southward to Jordan Road. By then, motorists could drive from The Coronation to Hoi Wang Road via Yan Cheung Road and then to the TST District.
- (iii) If vehicles were allowed to turn right to Ferry Street from Yan Cheung Road, it would be necessary to add a signalised junction at the intersection of Yan Cheung Road and Ferry Street to control the traffic at the junction, which would intensify the traffic congestion at Ferry Street and Kan Su Street. In addition, the relevant works involved re-setting up junctions and temporary traffic diversion arrangements were required. It was expected to take two to three years to complete the works.

95. Mr LEUNG Ping-foon said that at present motorists heading for Tsim Sha Tsui from The Coronation had to first turn left from Yan Cheung Road to Yau Ma Tei and Mong Kok, and taxi passengers might misunderstand that taxi drivers did not take the most direct route.

96. Mr CHUI Kin-man hoped that the TD could conduct a site visit with DC Member of the constituency concerned to understand the situation at the scene within this month, so as to commence the works for adding a junction as soon as possible.

97. Mr Benny YEUNG said that some of the pedestrians chose to get to The Coronation by crossing Yan Cheung Road currently, which would result in traffic accidents easily. He pointed out that current traffic congestion mainly occurred in the area from Ferry Street to Jordan Road, but not the junction of Ferry Street and Kan Su Street. He stressed that it was very inconvenient for motorists to access The Coronation at present, therefore it was necessary to open the junction of Yan Cheung Road and Ferry Street. He also enquired the TD about the works progress of the opening of the junction of Yau Cheung Road and Yan Cheung Road.

98. Mr Chris MAN said that given that it would only take four years to complete a large-scale infrastructure project such as the XRL, it was unacceptable to hear TD saying that it would take three years to provide a signalised junction. In addition, he urged the TD to improve ancillary transport facilities to and from The Coronation as soon as possible.

99. Mr CHAN Siu-tong did not understand why the developer of The Coronation instead of the TD was responsible for the design of the junction. He said that since the occupation of The Coronation, the management company and residents of the estate had complained to him and Mr Benny YEUNG several times about the insufficiency of ancillary transport facilities for the estate. He was discontent with TD's remarks that it would take three years to provide a signalised junction at the intersection of Yan Cheung Road and Ferry Street.

100. Ms FUNG Man-ki responded as follows:

- (i) The TD expected that the provision of a signalised junction at the intersection of Yan Cheung Road and Ferry Street would take three years, which included preliminary design of works, temporary traffic diversion arrangements and construction procedures.
- (ii) The TD was glad to conduct a site visit with DC Member of the constituency concerned and other interested Members to the Yan Cheung Road area.
- (iii) The proposed junction at the intersection of Yau Cheung Road and Yan Cheung Road would mainly serve residents of The Coronation. The TD would provide all necessary support with a view to commencing the works as soon as possible.

101. The Chairman proposed to arrange a site visit for Councillors and Members after the meeting. Ms FUNG Man-ki agreed to such proposal.

102. Mr Benny YEUNG hoped that the site visit could be conducted in July. He urged the TD to confirm the commencement date of the works for opening of the junction of Yau Cheung Road and Yan Cheung Road as soon as possible, and study the feasibility of allowing vehicles to turn right onto Ferry Street from Yan Cheung Road.

103. Mr YIM Kin-ping enquired whether the junction of Yau Cheung Road and Yan Cheung Road was a government road section or a private road section. If it was the former, he opined that government departments should be responsible for designing the roads; if it was the latter, he would like to know whether any clauses in the lease conditions could be applied to require the estate developer to complete the works for improving the design of roads within a certain period of time.

104. Ms FUNG Man-ki reiterated in her reply that although the proposed junction was a government road section, the junction would mainly serve the residents of The Coronation, thus the estate developer would propose design plans, and the TD would provide necessary support.

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

(Post-meeting note: On 24 July 2013, the TD conducted a site visit with Mr CHAN Siu-tong and Mr Benny YEUNG to the Yan Cheung Road area.)

Item 8: Urging the Authorities to Strictly Deal with Serious Illegal Parking on Tung Choi Street (Goldfish Market)
(YTMTTC Paper No. 42/2013)

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

- (a) 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 HKPF;
- (b) Ms Sally KUNG, Engineer/Mongkok & Yaumatei of the TD; and

(c) Mr PANG Tat-wing, District Engineer/Mong Kok of the HyD.

107. Mr WONG Kin-san supplemented the contents of the paper.

108. Mr MOK Man-wai reported that from January to June 2013, the Mong Kok Police District had issued a total of 643 fixed penalty tickets against illegal parking in a section of Tung Choi Street, commonly known as “Goldfish Market”. The Police would continue strengthening its enforcement action against illegal parking there.

109. Ms Sally KUNG responded that the width ratio between the pedestrian way and carriageway of Tung Choi Street was up to standard. At present, the TD had no plan to alter the current road design of Tung Choi Street.

110. Mr PANG Tat-wing responded that the major responsibility of the HyD was road maintenance. If the road surface of Tung Choi Street was damaged, the HyD would deploy staff to carry out repair works at once.

111. Ms WONG Shu-ming opined that even if the Police deployed more staff to combat illegal parking on Tung Choi Street, it was still difficult to solve the problem completely. She also pointed out that the Urban Renewal Authority (“URA”) had submitted the plan on Tung Choi Street Revitalisation Project to government departments for more than one year. She hoped that the HyD and TD could enhance coordination and endorse the plan as soon as possible to improve the road planning of Tung Choi Street.

112. Ms KO Po-ling opined that improvement to illegal parking on Tung Choi Street should be started with road design.

113. Mr WONG Kin-san thanked the Police for making great efforts in resolving illegal parking on Tung Choi Street. He also asked the TD whether pedestrian ways and carriageways could be regarded as up to standard only if their widths reached a certain ratio regardless of their actual widths, and whether such standard had taken into account the pedestrian flow.

114. Ms Sally KUNG responded as follows:

- (i) The Planning Department (“PlanD”) had proposed the Area Improvement Plan for Shopping Areas of Mong Kok which included the Tung Choi Street Revitalisation Project, designed jointly by the PlanD and URA. The TD did not oppose the Tung Choi Street Revitalisation Project proposed by the URA but the shop tenants in Tung Choi Street opposed the proposal of widening the pedestrian ways on Tung Choi Street, resulting in a delay of early commencement of works.
- (ii) At present, the width of the pedestrian ways on both sides of Tung Choi Street were about 3 metres each. The carriageway was about 12 metres wide with parking spaces on both sides. As affected by commercial activities, the pedestrian ways were narrowed. Relevant departments had to take enforcement actions from time to time to improve the situation. If necessary, the TD would assess the pedestrian flow of Tung Choi Street to examine the ratio between the widths of pedestrian ways and the carriageway there.

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

(Mr HAU Wing-cheong left the meeting at 5:05 p.m.)

**Item 9: Land Use of 152A-D Prince Edward Road West, Mong Kok
(YTMTTC Paper No. 43/2013)**

116. The Chairman welcomed Ms Sally KUNG, Engineer/Mongkok & Yaumatei of the TD, to the meeting.

117. Ms Sally KUNG reported that when pedestrians passed 152A-D Prince Edward Road West, it was difficult for them to notice that the location on the pedestrian way was actually a car park access. Although the lot owner had already improved the design of the car park access, it still failed to fully attain HyD's standards. The TD would continue following up on the situation together with the HyD.

118. The Chairman said that Mr Paul LAW had submitted the captioned paper in the hope that the TD could take notice that the lot was situated in the Flower Market in Mong Kok where both vehicular and pedestrian flows were busy. If the lot continued to be used as a car park, then the in and out of vehicles would pose danger to pedestrians. He supplemented that at a meeting of the Yau Tsim Mong North Area Committee ("YTMNAC") held earlier, it was agreed unanimously that the site should not be used as a car park.

119. Mr WONG Kin-san opined that as the car park was privately owned, even though some people in the district considered that the car park should be removed, the Government had to respect the owner's will and the requirement of providing no less than 12 parking spaces as stipulated in the lots' land lease. He said that if the owner applied for a change of the use of the lot, relevant departments should process the application as soon as possible. In addition, he learnt that the car park access was not a pedestrian way some years ago. At that time, the in and out of vehicles did not affect pedestrians. He asked the TD to confirm whether the location of the pedestrian way had been altered.

120. Mr CHUI Kin-man said that the land lease of the lot was granted in 1960s. The land use formulated at that time was archaic. Nowadays, vehicular and pedestrian flows were busy at Flower Market. The situation was even worse around festival periods. He opined that if the current land use of the lot could not be changed, government departments should improve the design of the pedestrian way there to avoid vehicle-pedestrian conflicts.

121. Ms Sally KUNG responded that the TD had noted the comments from the YTMNAC. But as the lot was within a private area, the Government had to respect the owner's will. If the owner applied for a change of land use, government departments would assess the application in accordance with the prevailing standards. She continued that according to the information she had in hand, the location of the pedestrian way outside the car park had not been altered. She would look up more information and further respond to Mr WONG Kin-san's enquiry.

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

**Item 10: To Request Government to Abate Neighbourhood Nuisance Arising from
Operation at Cross-border Coach Stops
(YTMTTC Paper No. 44/2013)**

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

- (a) Ms Christine YUEN, Senior Transport Officer/Yau Tsim Mong of the TD; and
- (b) Mr 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 HKPF.

124. Mr WONG Kin-san supplemented the contents of the paper.

125. Ms Christine YUEN responded as follows:

- (i) The TD was responsible for assessing applications from cross-border coach operators for setting pick up and drop off points. Before approving any application, the TD would consider the actual needs and ancillary facilities of the stops, as well as impacts on nearby residents and road safety.
- (ii) The TD was concerned about the noise nuisance to the residents caused by the operation of cross-border coaches near Playing Field Road and Arran Street. It had requested the operators to take improvement measures, such as avoiding the use of loudspeakers and deploying staff to maintain order of passengers' boarding and alighting.
- (iii) At the time around the Mainland long holiday periods, the frequency of cross-border coaches were increased. Before these holiday periods, the TD would remind the operators to maintain order at the stops. It would also deploy staff to strengthen inspection. If cross-border coaches were found to have breached the Road Traffic Ordinance or obstructed the traffic near the stops, the TD would liaise with the Police for enforcement actions.

126. Mr MOK Man-wai said that the Police was concerned about six illegal parking black spots of cross-border coaches in the district, and had already strengthened inspection and enforcement at those locations.

127. Ms WONG Shu-ming said that cross-border coach stops, which had caused noise nuisance to nearby residents, had been set up in Mong Kok and Prince Edward for years. She opined that, in the long run, the Government should develop a traffic interchange at the site of the offices of Water Supplies Department ("WSD") and Food and Environmental Hygiene Department ("FEHD") located in Sai Yee Street after the departments had vacated their offices in order to solve the above problems. She emphasised that before the commissioning of the traffic interchange, the TD had to enhance communication with the cross-border coach operators and ensure good management of the order at stops to mitigate the impacts on the nearby residents caused by the coach stops.

128. Mr WONG Kin-san did not understand why there was no uniform standard for the design and locations of cross-border coach stops. He asked the TD whether it would conduct local consultation when examining applications for setting up stops submitted by cross-border coach operators, and after the setting up of new stops, whether it would take into account the actual circumstances of the community and collect residents' views on a regular basis. In addition, he wanted to know whether the TD would request in writing the cross-border coach operators to enhance order management at stops in accordance with established guidelines or regulations; if yes, whether the guidelines were available for public view so that the public could know if the operators had breached any requirements in the guidelines and lodge timely complaints to the TD.

129. Mr HUI Tak-leung recalled that the TD had set up a temporary stop at Langham

Place as a drop off point for cross-border coaches. However, later the TD approved the operators' setting up of a permanent stop there without consulting the YTMDC. He thought that TD's arrangement was disappointing.

130. Ms Christine YUEN responded as follows:

- (i) The TD was concerned about the impacts on the community brought by the operation of cross-border coach stops. It had been considering seriously on applications for setting up stops and working hard to avoid setting up stops near residential areas if possible.
- (ii) Cross-border coach stops belonged to different operators so the design and directional signs at different stops might not be consistent.
- (iii) The TD noted the suggestion of redeveloping the office of the WSD and the facilities of the FEHD now located at Sai Yee Street and providing a traffic interchange at the site. If the suggestion could be realised, the TD would conduct a study on relocating cross-border coach stops on roadsides in the district into the new traffic interchange.
- (iv) The TD would continue to maintain contact with the operators and follow up the problem of noise nuisance to the nearby residents caused by the cross-border coach stops.
- (v) In early 2011, the TD had conducted a trial on setting up a drop off point of cross-border coaches at Langham Place and the operation was satisfactory. The TD would closely monitor the arrangement of setting up stops at the site and conduct regular reviews in this regard.

131. Mr WONG Kin-san further asked whether local consultation would be conducted before the TD approved applications for setting up stops. In addition, he asked whether the cross-border coach operators had to manage the order of stops in accordance with established guidelines or regulations, and whether the guidelines were available for public view.

132. Ms Christine YUEN responded that the TD had noted Mr WONG Kin-san's view. When applications for setting up stops from cross-border coach operators were received in future, the TD would consider whether local consultation was needed according to individual circumstances. She supplemented that if the TD found that the cross-border coach stops had affected the nearby residents, it would write to the operators and request for improvement.

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

**Item 11: Concern over Passage Difficulty for Emergency Vehicles on Man Wai Street, Man Yuen Street and Man Ying Street
(YTMTTC Paper No. 45/2013)**

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

- (a) Ms FUNG Man-ki, Engineer/ Planning 2 of the TD; and
- (b) Ms Yvonne LEE, District Operations Officer (Yau Tsim) and Mr SHING Kin-wah, Officer-in-Charge, District Traffic Team (Yau Tsim) of the HKPF.

135. Mr CHAN Siu-tong supplemented the contents of the paper.

136. Ms FUNG Man-ki responded as follows:

- (i) The TD had been in close liaison with the HyD, hoping that sites could be identified for parking spaces in the vicinity of Man Wah Sun Chuen. However, no suitable site had been identified till now.
- (ii) The TD had conducted a local consultation on the proposal to paint double yellow lines at the non-parking area along Man Wai Street, Man Yuen Street and Man Ying Street through the Yau Tsim Mong District Office (“YTMDO”). Over 100 submissions were received. After collating the views gathered, the TD would report the consultation results to the TTC.
- (iii) Due to the Central Kowloon Route project, the Yau Ma Tei Multi-storey Carpark had to be demolished. It was expected that motorists would have keener demand for parking spaces in the district. The TD was now working with the HyD and Lands Department (“LandsD”) to explore the possibility of providing more parking spaces at the proposed developments in the West Kowloon District.

137. Mr LAU Pak-kei said that the problem of illegal parking was serious on Man Wai Street, Man Yuen Street and Man Ying Street, which hindered the access of emergency vehicles and posed danger to residents. Hence, there was a pressing need to paint double yellow lines at the non-parking area along those streets.

138. Mr Derek HUNG said that there were many restaurants on Man Wai Street, Man Yuen Street and Man Ying Street. Shop tenants might oppose the proposal of painting double yellow lines. However, the TD should accord priority to emergency relief works.

139. Ms WONG Shu-ming pointed out that illegal parking activities were often found in the vicinity of Flower Market, which hindered the access of emergency vehicles. As a result, some citizens might even unable to be resuscitated. She urged the TD to put public safety first and implement the proposal of painting double yellow lines at the non-parking area along Man Wai Street, Man Yuen Street and Man Ying Street.

140. Mr CHAN Siu-tong reported that he had collected residents’ views on the aforesaid proposal of painting double yellow lines. Among the submissions received, 152 supported the proposal, 7 were against it and 4 had no comment. He pointed out that the TD should pay attention to the proportion of the target consultees when conducting local consultations. If the TD only focused on listening to the voices of those with vested interests (e.g. the operators of restaurants), the proposal would receive majority opposition. He proposed this item be dealt with under “Matters Arising” and requested the TD to report the results of local consultation at the next meeting. He stressed that if no improvement measures were adopted to improve the current situation on Man Wai Street, Man Yuen Street and Man Ying Street, the TD should be fully liable for any failure to rescue the public due to the obstruction to emergency vehicles.

141. Mr CHAN Siu-tong supplemented that the TD could liaise with the YTMDO, Fire Services Department, DC Member of the constituency concerned and interested Members to conduct tests for emergency vehicle access on Man Wai Street, Man Yuen Street and Man Ying Street in order to understand the situation there.

142. Mr CHUI Kin-man urged the TD to implement the proposal of painting double yellow lines at the non-parking area along Man Wai Street, Man Yuen Street and Man Ying Street as soon as possible.

143. The Chairman decided to continue the discussion on this matter at the next meeting. There being no further comments, the Chairman then closed the discussion on this item.

Item 12: Concern over Road Subsidence at Chatham Road South, Tsim Sha Tsui
(YMTTC Paper No. 46/2013)

----- 144. The Chairman said that the written responses of the TD and HyD (Annexes 2 and 3) had been faxed to Members for reference before the meeting. He then welcomed the following representatives to the meeting:

- (a) Mr CHEUNG Chun-ning, Senior Maintenance Engineer/Kowloon West and Mr CHUNG Siu-man, Maintenance Engineer/Yau Tsim of the HyD;
- (b) Mr NG Tim-bo, Senior Engineer/Kowloon 2 and Mr LAM Wai-kei, Engineer/Kowloon (Distribution 1) of the WSD; and
- (c) Mr CHAN Kit-fung, Officer-in-Charge (Road Management Office) (Traffic Kowloon West) of the HKPF.

145. Ms KWAN Sau-ling supplemented the contents of the paper. She said that a road subsidence had been found at the location concerned before the night where there was a severe road subsidence at Chatham Road South. However, there was no road enclosure at that moment. She enquired whether the HyD knew about the road subsidence at Chatham Road South that night.

146. Mr CHEUNG Chun-ning responded that the Police had informed the HyD that the road surface of Chatham Road South, with an area of about 2m×1.5m, had been slightly damaged before the incident. On the night of 17 June 2013, the HyD then arranged its maintenance contractor to repair the damaged road surface temporarily with bituminous materials. No seepage was observed during the process. The HyD suspected that from midnight to early morning on 18 June, an underground water pipe at Chatham Road South leaked, resulting in loss of underground soil. Thus the concrete pavement lost its support which led to a severe road subsidence.

147. The Chairman said that although the replacement of major underground water pipes had been completed in the YTM District, the remaining underground water pipes had not yet been replaced. He asked whether the WSD had regularly inspected underground water pipes in the district.

148. Ms KWAN Sau-ling pointed out that bursts of underground water pipes were often found in the vicinity of Observatory Road. She wanted to know whether that would make the road surface uneven and urged the WSD to carefully inspect and replace old water pipes there as soon as possible. In addition, she said that according to what she had seen at the night of 17 June, the newly paved bituminous materials failed to fully repair the road surface of Chatham Road South. She doubted why the maintenance contractor of the HyD could accept such situation.

149. Mr Chung Kong-mo said that according to his understanding, the road subsidence at Chatham Road South was an accident. However, the HyD should be alert to this. In case of road subsidence next time, the HyD should immediately, according to diagrams illustrating water pipe distribution, conduct leak detection on underground water pipes in the vicinity in order to prevent reoccurrence of similar accidents.

150. Mr CHEUNG Chun-ning responded that carriageways with cemented surface would subside slightly from time to time. After the incident of road subsidence at Chatham Road South, the HyD reviewed the existing arrangements for emergency road maintenance. Upon receipt of road damage reports of this kind in future, the HyD would immediately enclose the road at the scene and carry out emergency repair works. If the problem of road damage involved other departments, such as the WSD and Drainage Services Department, the HyD would immediately contact the relevant departments to conduct emergency checks and repairs at the scene.

151. Mr NG Tim-bo said that he was unable to provide the data on underground water pipe bursts on Observatory Road at the moment. He supplemented that the underground water pipes on Observatory Road had been included in the Water Mains Replacement and Rehabilitation ("R&R") Programme. Upon completion, it was expected that the underground water pipe network there could be improved.

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

(Post-meeting note: After the meeting, the WSD supplemented through an e-mail. According to the records of the WSD, six underground water pipe burst incidents had occurred on Observatory Road since 2011. The underground water pipes on Observatory Road had been included in the R&R Programme. It was expected that the replacement and rehabilitation works would be completed in 2015.)

Item 13: To Discuss Growing Confusion and Anarchy-like Situation in Pedestrian Areas at Sai Yeung Choi Street South (between Argyle Street and Dundas Street) and Soy Street (between Sai Yeung Choi Street South and Fa Yuen Street)
(YTMTTC Paper No. 47/2013)

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

- (a) Ms Betty HO, District Officer (Yau Tsim Mong) of the Home Affairs Department;
- (b) Mr YEUNG Wing-kin, Engineer/ Housing & Planning of the TD;
- (c) Mr LEE Chung-kin, Chief Inspector of Police Operations (2) (Mong Kok District), Mr MOK Man-wai, Officer-in-Charge, District Traffic Team (Mong Kok District), Mr TSANG Kwok-keung, Police Community Relations Officer (Mong Kok District) and Mr YIP Yuen-fat, Sergeant, Police Community Relations Office, (Mong Kok) of the HKPF;
- (d) Mr LI Ka-kei, District Environmental Hygiene Superintendent (Mong Kok) of the FEHD; and

- (e) Mr Francis YEUNG, Senior Environmental Protection Officer (Regional East) 1 of the Environmental Protection Department (“EPD”).

154. Mr CHOW Chun-fai supplemented the contents of the paper. He said that in 2000 the TD implemented a pedestrian precinct (“the Precinct”) on Sai Yeung Choi Street South on trial basis, with a view to facilitating pedestrians. However, the Precinct had been plagued with problems over the years. He received many complaints from nearby residents and shop tenants every day, claiming that the Precinct was congested and the noise there posed nuisance to the public. He thanked the law enforcement agencies, such as the Police and FEHD, for their continuous enforcement efforts in Mong Kok Pedestrian Precinct. However, he pointed out that Mong Kok Pedestrian Precinct Scheme had been put on trial for many years. Government departments should conduct review on the management model of the Precinct. In addition, he invited department representatives to express their views on the motion in the paper.

155. The Chairman supplemented that Mr CHOW Chun-fai had proposed the following motion with regards to the Paper No. 47/2013: “To shorten the weekly opening days of Mong Kok Pedestrian Precinct as soon as possible by cancelling the opening days from Sunday to Thursday (i.e. five days) for resumption of vehicular traffic and implementing the Precinct from 4:00 p.m. to 10:00 p.m. on Fridays and Saturdays (i.e. two days) so that the residents nearby could lead a normal life, in order to allay public resentment.” He enquired whether Members would second the motion. Mr CHUI Kin-man said he would second the motion.

156. Ms Betty HO responded as follows:

- (i) The District Management Committee had been concerned about problems associated with Mong Kok Pedestrian Precinct, including the illegal display of commercial publicity materials, the obstruction caused by illegal hawking and the noise nuisance caused by street performances. Law enforcement agencies, such as the FEHD and the Police, had also stepped up enforcement actions in Mong Kok Pedestrian Precinct.
- (ii) The YTMDO had all along been co-ordinating the LandsD, HKPF and FEHD in conducting inter-departmental joint operations in Mong Kok Pedestrian Precinct.
- (iii) Apart from enforcement, she and the Chairman of the YTMDC had jointly sent earlier on letters to various telecommunications service operators, advising them to be aware of their social responsibilities during promotional activities and avoid causing congestion by putting commercial publicity materials on both sides of Mong Kok Pedestrian Precinct.

157. Mr YEUNG Wing-kin responded as follows:

- (i) In order to improve the overall pedestrian environment and promote walking as a mode of transportation, the TD had implemented in phases the Precinct on Sai Yeung Choi Street South since 2000. The TD had also regularly reviewed and reported the utilisation of Mong Kok Pedestrian Precinct at meetings of the TTC.
- (ii) Since its establishment, Mong Kok Pedestrian Precinct had all along been well-received by citizens and visitors. According to the statistics of the

TD, the pedestrian flow at the Precinct was about 12 000 to 13 500 pedestrians per hour during peak periods on weekdays. On weekends and public holidays, the pedestrian flow could reach 19 000 to 20 000 pedestrians per hour during peak periods.

- (iii) The administration of Mong Kok Pedestrian Precinct fell under the purview of various government departments. The TD was mainly responsible for planning traffic management measures for the Precinct.
- (iv) The TD had shortened the opening hours of Mong Kok Pedestrian Precinct in August 2010 and July 2012 respectively so as to reduce its nuisance to nearby residents at night.
- (v) The TD would continue to work with various law enforcement agencies and after listening to the views of YTMDC on the opening hours of Mong Kok Pedestrian Precinct, it would study the relevant suggestions from the traffic and transport perspectives.

158. Mr LI Ka-kei reported the number of complaint cases received and enforcement actions taken by the FEHD in Mong Kok Pedestrian Precinct as follows:

(i) Number of Complaint Cases

	Year 2012	Year 2013 (as at 30 June)
Easy-mount frames obstructing pedestrians	232	114
Illegal hawking	175	187
Street performances obstructing pedestrians	5	20
Noise nuisance	7	6

(ii) Number of Enforcement Actions

	Year 2012	Year 2013 (as at 30 June)
Prosecution for breach of the Summary Offences Ordinance (Cap 228) (Section 4A)	394	262
Seizure of publicity materials displayed on streets without authorisation	2 608	1 514

159. Mr LI Ka-kei said that the above figures reflected that irregularities in Mong Kok Pedestrian Precinct had a worsening trend. He continued that, in addition to the Hawker Control Teams' routine enforcement actions in Mong Kok Pedestrian Precinct, the FEHD would also carry out blitz prosecution operations with the Police in that area. In a blitz operation carried out on 11 July 2013, the FEHD successfully prosecuted four unlicensed hawkers (in one of the stalls concerned there were two persons prosecuted). He pointed out that persons who placed easy-mount frames for promoting telecommunication services would stand away from their frames when they found staff of the FEHD approaching for

enforcement actions. In such case, the FEHD staff could only seize those unclaimed easy-mount frames showing commercial slogans, and it was difficult to take prosecution action against any person. He also said that when handling the recent worsening illegal hawking situation in the Precinct, the FEHD would give verbal warning first before taking enforcement action. On 28 and 29 June 2013, the FEHD staff issued warning letters to persons hawking illegally in the Precinct, warning them to stop the said irregularity, otherwise they would be arrested and prosecuted. Subsequently, on 11 July 2013, the FEHD carried out a blitz operation jointly with the Police to prosecute those persons who were still engaged in illegal hawking despite repeated warnings.

160. Mr TSANG Kwok-keung responded as follows:

- (i) The number of complaints concerning Mong Kok Pedestrian Precinct kept increasing. In 2012, a total of 1 670 complaints were received by the Police, while only in the first half of 2013 (as at 30 June 2013), 998 complaints had already been received.
- (ii) Among such large number of complaint cases, complaints about noise nuisance showed the most obvious increase. The number of complaints about noise in the first half of 2013 represented a year-on-year increase of 52%, but since 78% of the complaints were anonymous, the Police faced difficulties in collection and proof of evidences. In 2012 and the first half of 2013, Mong Kok Police District had issued three and nine summons respectively in relation to noise nuisance cases in Mong Kok Pedestrian Precinct.
- (iii) Besides complaints about noise, cases concerning Mong Kok Pedestrian Precinct handled by the Police also involved disputes between political groups, vandalism, objects being thrown from a height, as well as criminal intimidation involving the triad society.
- (iv) Some groups applied for holding forums, public assemblies and processions in Mong Kok Pedestrian Precinct. When handling irregularities in Mong Kok Pedestrian Precinct, the Police would give prior consideration to the maintenance of public safety and orders.

161. Mr CHUNG Kong-mo said that Mong Kok Pedestrian Precinct was the first pedestrian precinct of the territory, however, many problems had arisen after trial implementation of the Precinct for years, and the Government was indeed obliged to establish the roles of various departments in managing the Precinct. He pointed out that in the past, some departments concerned had said that there were grey areas in laws, which made management and law enforcement difficult in Mong Kok Pedestrian Precinct. He would like to know whether such saying meant that the overall situation of the Precinct could hardly be improved under the existing legislation. He further said that the Precinct had caused disturbances to the daily lives of nearby residents, imposing considerable pressures on DC Member of the constituency concerned. However, before the meeting, he had received signatures from some street performers of the Precinct, who requested the Government to retain the Precinct and improve the management of the area. He opined that as long as there was no improvement in the orders of the Precinct, even opening it for only two days a week would not help alleviate the disturbances caused to nearby residents.

162. Mr Barry WONG said that currently there had been a number of social issues associated with the Precinct, such as noise, illegal hawking, obstruction to pedestrian access,

etc., and the situation was worsening. Nevertheless, Mong Kok Pedestrian Precinct had been established for over ten years, and many people had regarded it as a venue where trendy features mixed with street arts and cultural performances. Therefore, the Government should conduct a comprehensive and detailed consultation on the opening hours of Mong Kok Pedestrian Precinct, and listen to the views of various stakeholders on the use of such public space, so as to strike a balance among the needs of different parties. He agreed that the Government should first review the ways to improve the management of Mong Kok Pedestrian Precinct, before deciding on its opening hours/days.

163. Ms KO Po-ling said that there were loopholes in legislations regulating Mong Kok Pedestrian Precinct, and for many years the YTMDC had requested the Legislative Council to take heed of the situation. She pointed out that, after 13 years of development, Mong Kok Pedestrian Precinct had gradually become an area where illegal hawking, street performances and public assemblies took place. The Government should progress with the times to enact legislations focusing on management of Mong Kok Pedestrian Precinct, in order to resolve the existing problems. She requested the government departments concerned to conduct a comprehensive local consultation on Mr CHOW Chun-fai's motion, and put forward other feasible management improvement proposals for TTC's consideration. She also proposed that the TTC adjourn voting on Mr CHOW's motion.

164. Mr HUI Tak-leung pointed out that the problems of Mong Kok Pedestrian Precinct had existed for a long time, but so far no government department was willing to take the responsibility for managing the Precinct. He continued that in recent years, a large number of easy-mount frames had appeared in Mong Kok Pedestrian Precinct, and the situation of illegal hawking had aggravated, as a result, street performers originally based there had to move to nearby streets (e.g. Soy Street, Shantung Street and Nelson Street) to perform. He emphasised that street performers' freedom to perform should be respected, he proposed that a quiet performance zone and a restricted performance period be designated. He also requested the YTMDO to coordinate various government departments in strengthening enforcement and management efforts in the Precinct.

(Mr Derek HUNG left the meeting at 6:45 p.m.)

165. Mr CHUI Kin-man said that according to the figures just reported by the Police and FEHD, he believed that both departments had spent a lot of manpower and resources to improve the existing problems found in Mong Kok Pedestrian Precinct. He agreed with the motion tabled by Mr CHOW Chun-fai, and opined that only shortening the opening hours of the Precinct could assure the quality of life of nearby residents.

166. Mr CHAN Siu-tong recalled that he had supported establishing the first pedestrian precinct of the territory in Mong Kok. However, since the establishment of the Precinct, commercial activities such as publicity using easy-mount frames as well as hawking had increased gradually, and a number of problems followed. He supported retaining the Precinct as a platform for art performers, but opposed letting the Precinct become an illegal commercial area. Therefore, he opined that the Government should change the current mode of operation of Mong Kok Pedestrian Precinct.

167. Mr WONG Kin-san agreed that before changing the current mode of operation of Mong Kok Pedestrian Precinct, a large-scale local consultation exercise should be conducted, so that stakeholders could have in-depth and concrete discussions, and the TTC could listen to the views of all parties before voting on the motion tabled by Mr CHOW Chun-fai. He wanted to know about the target of this local consultation, and requested the departments concerned to comment on whether the Precinct was successful at all, after years of trial run.

168. Ms WONG Shu-ming said that Mong Kok Pedestrian Precinct was a public space shared by residents of the district as well as users of other districts. Since different stakeholders would have different views on the opening of the Precinct, when reviewing the mode of operation of the Precinct, a balance should be stricken among the needs of various parties. She opined that the motion tabled by Mr CHOW Chun-fai could spur the TTC and government departments concerned to discuss matters regarding the opening of the Precinct. She urged government departments concerned to review the mode of operation of Mong Kok Pedestrian Precinct as soon as possible through gathering of views from different parties.

169. Mr LEUNG Shiu-cheong recalled that he had objected to TD's establishment of a pedestrian precinct in Mong Kok in the past. He opined that the Precinct had not only affected the business of taxi drivers, but had also wasted government resources for its management. Moreover, the current chaotic situation of the Precinct had also caused disturbances to nearby residents. He agreed to the motion tabled by Mr CHOW Chun-fai, and hoped that Mong Kok Pedestrian Precinct could be fully abolished.

(Mr YIM Kin-ping left the meeting at 7:00 p.m.)

170. Mr Benny YEUNG opined that the Government should conduct a large-scale local consultation, and its target should include residents and shop owners in buildings on both sides of the Precinct, as well as road users including pedestrians and street art performers, in order to collect views of the community in a more comprehensive manner, for the TTC to review on the opening days and hours of the Precinct.

171. Mr CHAN Sik-ming said that, if government departments were not determined to improve the management of Mong Kok Pedestrian Precinct, then the Precinct should be abolished. He pointed out that currently illegal hawkers were often found in the Precinct, also there were performers using large-scale sound equipment for street performances, which had made the situation very chaotic. He agreed that views of different parties on the opening of the Precinct should be collected through a large-scale local consultation exercise.

172. The Chairman asked Members whether they agreed that the government departments concerned should conduct a comprehensive and large-scale local consultation on the opening time of Mong Kok Pedestrian Precinct. There was no objection.

173. The Chairman further enquired Members for their views on adjourning the vote on the motion tabled by Mr CHOW Chun-fai.

174. Mr CHOW Chun-fai opined that since Mong Kok Pedestrian Precinct was established more than ten years ago, it had caused enormous disturbances to nearby residents. After careful consideration, he decided to submit the discussion paper to propose a review on the current situation of the Precinct. He agreed to wait for the government departments concerned to conduct a comprehensive local consultation, before voting on the motion set out in the paper. He also opined that, when conducting large-scale local consultation exercise, the government departments concerned should pay attention to the proportion and demand of various stakeholders.

175. Mr CHAN Siu-tong said that the next meeting of the TTC would be held in September 2013, and it might be too hasty to request the government departments concerned to report on the results of local consultation at that meeting.

176. Mr Benny YEUNG agreed that the government departments concerned should pay attention to the proportion of different target audiences of the consultation, and suggested that the departments concerned seek Mr CHOW Chun-fai's advice when setting the proportion of target audiences of the consultation.

177. The Chairman said that the submitter of the paper and some Members had agreed to adjourn the vote on the motion set out in the paper, and he would like to know the views of other Members. Members unanimously agreed to deal with this agenda item under "Matters Arising", and adjourn the vote on the motion set out in the paper.

178. Ms Betty HO responded as follows:

- (i) The YTMDO had all along conducted consultations on district affairs (such as district minor works), to collect views from owners' corporations of buildings, residents and commercial tenants.
- (ii) The scale of this local consultation on the opening of Mong Kok Pedestrian Precinct would be larger. Since the pedestrian flow of the Precinct was rather high, the YTMDO might consider inviting tertiary institutions to collect the views of road users (not including illegal hawkers) through street interviews or survey researches. The YTMDO, however, had to assess resources available to the department before deciding on the mode of consultation. The YTMDO would also seek the views of YTMDC Members on the content and target of the consultation.
- (iii) As to the content of the consultation, she believed that people in the community had different views on the number of days and time of opening Mong Kok Pedestrian Precinct, therefore, when designing the content of the consultation, the YTMDO would provide multiple choice answers.
- (iv) Enforcement departments could only regulate and prosecute illegal behaviours in the Precinct according to the existing legislations. She believed that the enforcement departments would strengthen their enforcement efforts in Mong Kok Pedestrian Precinct under the existing legislations.
- (v) There were voices for and against the opening of Mong Kok Pedestrian Precinct in the community, therefore, it was difficult for the YTMDO to comment on whether the pilot scheme of Precinct was successful.
- (vi) It took time for the YTMDO to prepare for the local consultation, and in the meantime the YTMDO would collect more information on pedestrian precincts in other districts, and report the progress of local consultation when this agenda item was discussed again.

(Ms KO Po-ling left the meeting at 7:15 p.m.)

179. The Chairman agreed that this local consultation was more complicated, and he tentatively scheduled YTMDO's report on the progress of local consultation to be heard at the meeting of the TTC on 21 November 2013. Should it take more time for the preparation of local consultation, he would not rule out further adjourning the continued discussion of this agenda item. There was no objection from Members.

180. Mr WONG Kin-san opined that the government departments concerned should seriously review the effectiveness of the establishment of Mong Kok Pedestrian Precinct. He believed that this large-scale local consultation would be allocated with more resources if it was coordinated and conducted by a policy bureau. He also commented that the government departments concerned had yet to state their stance on Mr CHOW Chun-fai's motion.

181. Mr CHUNG Kong-mo said that since the pedestrian precinct in Mong Kok was initially established by government departments, the Government had the responsibility to deploy adequate resources for improving the current mode of management of the Precinct. He suggested that the departments concerned refer to examples in Taiwan to make dedicated legislations for pedestrian precincts, in order to regulate the time allowed for street performance, noise level and commercial activities within the pedestrian precinct areas.

182. Mr CHAN Siu-tong said that the Chairman of the TTC and DC Member of the constituency could express their views when the YTMDO coordinated the said local consultation, other interested Members could also take part in the preparation work of the said local consultation.

183. Mr CHUI Kin-man said that the target of YTMDO's consultation exercise should also include representatives from the taxi industry.

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

(Mr Barry WONG and Mr Benny YEUNG left the meeting at 7:20 p.m.)

Item 14: Any Other Business

**(1) Information Paper -
Mong Kok Road Footbridge System at Sai Yee Street - Extension across
Nathan Road (Progress Report as at June 2013)
(YTM TTC Paper No. 48/2013)**

185. Ms WONG Shu-ming recalled that some residents had earlier complained that the relocation of underground utilities under northern section of Mong Kok Road carried out by the HyD had shaken nearby buildings. She would like to know whether there were similar complaints against the works being carried out at southern section of Mong Kok Road and whether the works were on schedule. In addition, she enquired whether the HyD had adopted any measures to prevent dust emission as a result of the works.

186. Mr PANG Tat-wing responded that the HyD had not received any complaint in respect of the relocation of underground utilities under southern section of Mong Kok Road. The works were on schedule and there was no delay. He added that the contractors would spray water at works area to prevent dust emission which would affect pedestrians.

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

**(2) Information Paper -
6th Report on CCTV Systems of Mong Kok Pedestrian Precinct
(YTM TTC Paper No. 49/2013)**

188. Members noted the content of the information paper.

(Mr CHUI Kin-man and Mr LEUNG Shiu-cheong left the meeting at 7:26 p.m.)

(3) Submission of Paper ‘Bus Service Improvement Programme to Tie in with the Commissioning of Tuen Mun Road Bus-Bus Interchange and the “Area Approach” of North District’

189. Mr LAU Pak-kei stated that the captioned paper was received by fax by Members before the meeting. He was dissatisfied that the TD did not take the initiative in submitting the paper to the TTC to facilitate Members’ discussion on the programme. The TD even requested Members to submit written comments on the programme within three weeks from the issue of the paper. Quoting the captioned paper, he highlighted that bus route No. 63X would be re-routed to West Kowloon Corridor starting from the third quarter of 2013. He considered it unacceptable that the paper did not cover the environmental impact of such arrangement on the vicinity of West Kowloon Corridor and that the TD had never consulted the TTC on the content of the paper.

190. Mr HUI Tak-leung was deeply dissatisfied with the TD which had repeatedly collected Members’ views only by circulation of papers and deemed that there were no comments from Members if no replies were received by deadlines.

191. In response, Ms Christine YUEN said that she would relay Members’ dissatisfaction to relevant colleagues after the meeting that the TD had only circulated the captioned paper rather than making an official submission to the TTC for discussion of the programme.

192. The Vice-chairman reiterated that he strongly opposed any arrangement of the TD to re-route bus routes to run via the Tai Kok Tsui section of the West Kowloon Corridor.

193. Mr CHAN Siu-tong opined that it would have been understandable if Members’ views were collected by circulation of papers due to time constraints. However, there was sufficient time for the TD to submit the paper for discussion at this meeting even on the issue date of the paper. He did not understand why the TD collected Members’ views only by circulation of the said paper.

194. Ms KWAN Sau-ling said that to her understanding, the Chairman’s consent was required for circulation of any paper submitted to the TTC. She would like to know whether the Chairman had taken note of the captioned paper prior to its circulation.

195. The Chairman explained that the TD had hastily submitted the captioned paper and requested Members to submit written comments on the programme. He concluded that Members were dissatisfied with the bus service improvement programme proposed in the paper and opposed the re-routing of bus route No. 63X to run via West Kowloon Corridor.

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

197. There being no other business, the Chairman closed the meeting at 7:35 p.m. The next meeting would be held at 2:30 p.m. on 5 September 2013.

**Proposed Amendments for the Draft Minutes of
the 8th Meeting of Traffic and Transport Committee held on 23 May 2013
Yau Tsim Mong District Council (2012-2015)**

The amendments proposed by the Hong Kong Police Force were as follows:

Paragraph 82:

Original Text: “Mr Joseph LI responded that the Marine Traffic Day was held by the Marine Police every month, which was a publicity campaign to discourage vessels from engaging in activities which constituted a licence breach. He supplemented that members of the public fishing along the channel of VH committed an offence. The Marine Police would take immediate enforcement action once the said irregularity was found.”

Proposed Amendment: “Mr Joseph LI responded that the Marine Traffic Safety Day was held by the Marine Police every month, which themed on different irregularities (including fishing along the channel of VH). He supplemented that the Marine Police would take immediate enforcement action against any irregularities found.”

關注尖沙咀漆咸道南路陷事件

對於檢查、保養及維修道路的工作並不是運輸署的職權，所以本署不會派員參與本文件的討論。

運輸署

2013 年 7 月

二零一三年六月十八日

尖沙咀漆咸道南往紅磡方向近天文臺道交界

行車路面出現下陷

民建聯二零一三年七月二日的查詢及要求

1. 現時部門收到路面損壞報告後會作甚麼跟進工作？

在收到路面損壞報告後，本署會即時到現場檢視。如果損壞屬於一般的輕微情況，本署會進行臨時維修，並會向相關部門申請批核臨時交通安排，以便進行進一步的修復工程。如果損壞屬於嚴重性或對道路使用者構成危險，本署會立即圍封現場路面，然後進行緊急維修。但如果發覺嚴重損壞是與其他部門或機構有關，則會立即通知該部門或機構，進行緊急檢查及維修。

2. 據報道，以上個案或因地底水管爆裂引起路陷，但承辦商擬未有查明原因只鋪上「瀝青」，而新鋪上的「瀝青」與路面似未能接合，請問部門現時對承辦商施工有否指引？部門又有否進行監察？

根據紀錄，本署承建商曾在其道路巡查及跟進警方的報告中，檢視到事發地點有路面輕微損毀情況，並分別於六月十五日及十七日，按合約要求用瀝青物料進行臨時路面維修。而在臨時維修過程中，並沒有發現任何滲水跡象。然而，本署於十七日完成臨時路面維修工作時，已隨即聯絡相關審批部門，安排進行緊急掘路工程，開鑿路面作進一步詳細檢查。為免掘路工程對早上繁忙時間交通造成影響，原定安排緊隨於六月十八日晚上開鑿路面，進行詳細檢查。

3. 事件或涉及水管爆裂，請問現時路政署與水務署有否溝通機制？

本署在其維修過程中，檢視事發地點的損毀路面時，並沒有發現滲水跡象。如若發現有滲水跡象，本署會立即圍封現場，並會聯絡水務署，安排實地測試及檢驗，以確定是否需要立即進行緊急水管維修。

4. 漆咸道南為主要幹道，車輛流量甚高，請問部門現時有否監察高使用量道路的路面情況？又有否進行定期保養？

根據合約安排，本署承建商每月都會為漆咸道南進行定期安全視察，每六個月會為該道路進行詳細視察。此外，本署會按合約要求抽樣審核承建商的報告，並會作不定期巡查各重要街道的路面情況，然後就承建商所提供的報告及本署的巡查結果，為損毀道路安排所需的維修。

5. 要求部門檢討現時就路面情況的檢查與保養，並加強監察承辦商，避免以上事件再次發生。

本署的定期巡查行之有效，這次漆咸道南的個案屬個別事件。然而，本署會吸取經驗，在檢視現行的道路損壞時，如有懷疑，會考慮即時圍封道路，及通知相關部門進行詳細檢測及維修。此外，本署會加強監察承建商，避免同類事件再次發生。

路政署／市區

二零一三年七月十一日