

**Minutes of the 20<sup>th</sup> Meeting of  
Yau Tsim Mong District Council (2012-2015)**

**Date** : 11 December 2014 (Thursday)  
**Time** : 2:30 p.m.  
**Venue** : Yau Tsim Mong District Council Conference Room  
4/F., Mong Kok Government Offices  
30 Luen Wan Street  
Mong Kok, Kowloon

**Present:**

Chairman

Mr CHUNG Kong-mo, JP

Vice-chairman

Ms KO Po-ling, BBS, MH, JP

District Council Members

Mr CHAN Siu-tong, MH	Ms KWAN Sau-ling
Mr CHAN Wai-keung	Mr LAM Kin-man
Mr CHOI Siu-fung, Benjamin	Mr LAU Pak-kei
Mr CHONG Wing-charn, Francis	Mr WONG Chung, John
Mr CHOW Chun-fai, BBS, JP	Mr WONG Kin-san
Mr HAU Wing-cheong, BBS, MH	Mr WONG Man-sing, Barry, MH
Mr HUI Tak-leung	Ms WONG Shu-ming
Mr HUNG Chiu-wah, Derek	Mr YEUNG Tsz-hei, Benny, MH
Mr IP Ngo-tung, Chris	

Representatives of the Government

Mrs ARON Laura Liang, JP	District Officer (Yau Tsim Mong)	Home Affairs Department
Miss NG Wai-chung, Jocelyn	Assistant District Officer (Yau Tsim Mong)	Home Affairs Department
Mr LI Ka-kei	District Environmental Hygiene Superintendent (Mong Kok)	Food and Environmental Hygiene Department
Mr WONG Kam-wah	District Environmental Hygiene Superintendent (Yau Tsim)	Food and Environmental Hygiene Department
Mr CHUNG Sze-pong, Kent	District Commander (Mong Kok)	Hong Kong Police Force
Mr YU Tat-chung	District Commander (Yau Tsim)	Hong Kong Police Force
Mr CHOY Chik-sang, Mario	Chief Transport Officer (Kowloon)	Transport Department
Mr CHAIONG David, Stanley	Chief Leisure Manager (Hong Kong West)	Leisure and Cultural Services Department
Mr LEUNG Wing-tak, David	Senior Engineer/3	Civil Engineering and Development Department
Mr LEE Chi-yin	Senior Housing Manager (Kowloon West and Hong Kong 1)	Housing Department

**In Attendance:**

Mrs YEUNG HO Poi-yan, Ingrid, JP	Commissioner for Transport	Transport Department
Mr LEE Wai-bun, Albert	Assistant Commissioner (Urban)	Transport Department
Miss AU Wing-yan, Christine	Principal Assistant Secretary (Harbour)	Development Bureau
Mr YU Wai-shing, Frederick	Assistant Secretary (Harbour) Special Duties/ Secretary of the Harbourfront Commission's Core Group for Public Engagement	Development Bureau
Mr Nicholas BROOKE	Chairman	Harbourfront Commission
Mr NG Wing-shun, Vincent	Chairman, Core Group for Public Engagement	Harbourfront Commission
Mr LEUNG Kong-yui	Member, Core Group for Public Engagement	Harbourfront Commission
Ms LEUNG Chi-yan, Jane	Senior Estate Surveyor/Urban Renewal 2	Lands Department
Mr WONG Tak-wah, Ernest	Estate Surveyor/Urban Renewal 1	Lands Department
Mr SO Ngai-long	Senior Manager (Community Development)	Urban Renewal Authority
Ms Agatha NG	Senior Manager (Acquisition and Clearance)	Urban Renewal Authority
Mr HO Kwok-fai, Godfrey	Senior Engineer/Express Railway Link (4), Railway Development Office	Highways Department
Mr FUNG Wai-chung	Senior Liaison Engineer	MTR Corporation Limited
Ms YIP Lai-ye, Lute	Public Relations Manager – Projects and Property	MTR Corporation Limited
<u>Secretary</u>		
Ms CHUNG Siu-lan, Joanne	Senior Executive Officer (District Council), Yau Tsim Mong District Office	Home Affairs Department

**Absent:**

The Honourable TO Kun-sun, District Council Member  
James

**Opening Remarks**

The Chairman welcomed representatives from government departments and participants to the meeting. He reported that Mr Stanley CHAIONG, Chief Leisure Manager (Hong Kong West) of the Leisure and Cultural Services Department ("LCSD") succeeded Mr WONG Tat-ming, Richard who had been transferred to another post. Besides, Mr MOK Wing-cheong, Ringo, Chief Engineer/Kowloon 5 (Kowloon) of the Civil Engineering and Development Department ("CEDD") and Mr LUI Kwong-fai, Chief Manager/Management (Kowloon West and Hong Kong) of the Housing Department ("HD") were absent due to other

commitments. Mr David LEUNG, Senior Engineer/3 and Mr LEE Chi-yin, Senior Housing Manager (Kowloon West and Hong Kong 1) were attending the meeting in their place respectively.

**Item 1: Visit of Commissioner for Transport to Yau Tsim Mong District Council (“YTMDC”)**

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2. The Chairman welcomed Mrs Ingrid YEUNG, Commissioner for Transport; Mr Albert LEE, Assistant Commissioner (Urban) and Mr Mario CHOY, Chief Transport Officer (Kowloon) of the Transport Department (“TD”) to the meeting.

(Mr CHAN Wai-keung joined the meeting at 2:35 p.m.)

3. Mrs Ingrid YEUNG and Mr Albert LEE gave a PowerPoint presentation on the duties of the TD as follows:

- (i) The scope of work of the TD included management of road traffic, regulation of public transport operators, licensing of drivers and vehicles, promotion of road safety, formulation of long-term transport facilities and planning for the development of public transport services.
- (ii) The long-term transport development strategy of Hong Kong was: better integration of transport and land use planning, better use of railways, better public transport services and facilities, better use of advanced technologies and better environmental protection.
- (iii) The public transport development strategy was to coordinate different public transport modes effectively to avoid wasteful duplication of services, develop a balanced traffic network so that residents in densely and sparsely populated areas could have equal access to suitable and adequate public transport services, and create a stable operating environment so that public transport service providers would continue their investments and operation of services, and enhance the service quality.
- (iv) The TD’s planning initiatives underway in the Yau Tsim Mong (“YTM”) District included a road network in West Kowloon, implementation of pedestrian schemes in Yau Ma Tei and Tsim Sha Tsui, and scheduled provision of barrier-free access facilities and implementation of the three priority items under the universal accessibility programme, namely footbridges KF88, KF89 and KF94, in the district.
- (v) The recent traffic management measures adopted in the YTM District by the TD included the provision of an additional pedestrian crossing at Salisbury Road, provision of an exit at Luen Wan Street for use by coaches, improvements to the crossing at the junction of Nathan Road and Prince Edward Road West, and improvements to the road design of the junction of Cherry Street and Lin Cheung Road.
- (vi) The proposed traffic management measures to be implemented in the YTM District by the TD included the conversion of the former filling station site at

Nullah Road near Tung Choi Street into a carriageway for direct vehicular access to Prince Edward Road West; a series of pedestrian crossing widening works in the district; opening up a junction to connect Yan Cheung Road and Yau Cheung Road; road improvement works for the junction of Anchor Street/Beech Street; and implementation of traffic improvement works for direct vehicular access from Anchor Street to Mong Kok Road.

- (vii) The TD proposed providing additional loading/unloading bays and parking spaces for coaches in Tsim Sha Tsui, including extension of the loading/unloading bay for coaches at the section of Salisbury Road near Avenue of Stars, providing additional parking spaces in the coach park outside Hong Kong Coliseum, and provide a coach park at the space underneath the flyovers at Hung Hom Bypass.
- (viii) The public transport service improvement projects in the YTM District completed by the TD in the past six months included: extension of green minibus (“GMB”) route no. 69A (Laguna City – Embankment Road) to Prince Edward (Tung Choi Street); diversion of Kowloon Motor Bus (“KMB”) route no. 13D (Po Tat Estate– Island Harbourview) (Island Harbourview bound) via Tai Kok Tsui (Cherry Street and Sham Mong Road); reorganisation of KMB route no. 87A (Park Avenue – Pok Hong) by replacing it with route no. 287X (Park Avenue – Pok Hong (circular route)) plying to and fro Sha Tin via Tsing Sha Highway; and diversion of KMB route no. 41A (Tsim Sha Tsui East – Cheung On) (New Territories bound) via Tai Kok Tsui (Cherry Street and Sham Mong Road).
- (ix) The TD planned to establish an additional Bus-Bus Interchange (“BBI”) at Tsing Sha Highway Toll Plaza, which was scheduled for opening in early 2015.
- (x) In response to the YTMDC’s request, bus stops for KMB route no. 12 and New World First Bus (“NWFB”) route nos. 701 and 701S would be provided at the opposite of West Kowloon Disciplined Services Quarters at Sham Wong Road in Tai Kok Tsui. The stops would commence operation on 22 December 2014.
- (xi) In order to improve roadside air quality, the Government would fund the full cost of procuring six hybrid buses for use by franchised bus companies along busy corridors on a trial basis.

(Mr Chris IP joined the meeting at 2:40 p.m.)

(Mr John WONG joined the meeting at 2:42 p.m.)

(Mr Francis CHONG joined the meeting at 2:43 p.m.)

4. Mr HUI Tak-leung said that Mr Albert LEE, Assistant Commissioner, was one of the few TD staff who was willing to listen to Councillors’ views and communicate with them. He criticised the staff of the TD at regional offices for being bureaucratic, lacking communication with Councillors and seldom consulting them on traffic improvement

projects.

5. Mr HAU Wing-cheong noted that the TD was planning and implementing a number of traffic projects in the YTM District, including rationalising the traffic network near the roundabout of the West Kowloon Cultural District, developing the Central Kowloon Route (“CKR”), and converting the former filling station site at Nullah Road near Tung Choi Street into a carriageway for direct vehicular access to Prince Edward Road West. He considered that all those works could help alleviate the traffic congestion in the district. He further said that residents in the YTM District were very concerned about whether the vacated site at Sai Yee Street would be developed into a public transport interchange and a pick-up/drop-off point for cross-boundary coaches upon relocation of the Environmental Hygiene Offices-cum-vehicle depot of the Food and Environmental Hygiene Department (“FEHD”). Furthermore, he recalled that the TD had planned to construct a footbridge from the MTR Mong Kok East Station to Olympian City along Argyle Street and wished to have an update on the progress of the project.

6. Mr CHAN Wai-keung commended Mr Albert LEE, Assistant Commissioner, for his commitment to work in a pragmatic manner. He said that the problem of lost trips was found in quite a number of bus and public light bus (“PLB”) services in the YTM District. Take nos. 2E and 914 as examples, the operators might deploy vehicles from a certain route to run other routes to reduce operating costs, thus resulting in lost trips. If the lost trip problem was brought to light by the TD, the operators would make up excuses such as vehicular breakdowns, and the need for maintenance, cleansing and disinfection. He asked whether the TD had monitored the lost trip situation of the bus and PLB services and whether it would request the operators to report cases of fault repairs. In addition, he was concerned about the inadequate frequency of MTR East Rail Line trains during non-peak hours. He doubted that the frequency information displayed on the panels at the platforms was inaccurate and asked the TD to conduct follow-up investigations.

7. Mr Benjamin CHOI was dissatisfied with the PLB fare increase despite the recent plunge in international oil prices. He said that there were quite a number of new buildings in Tai Kok Tsui. With the constant rise in population, the public’s demand for parking spaces had substantially increased. However, there were insufficient parking spaces in Tai Kok Tsui, thus giving rise to serious problem of illegal parking. Furthermore, many trucks and light goods vehicles parked on the street and resulted in traffic congestion. He asked whether the TD would consider requesting developers to provide parking spaces for public use in new buildings in the district.

8. Mr LAU Pak-kei said that as Tai Kok Tsui was far away from MTR stations, residents had to rely on the feeder service provided by GMBs. He understood that GMB operators had to apply for fare increase from time to time having regard to their operating costs. However, the GMB fares for route nos. 3, 12A, 12B, 70 and 46 had been increasing year after year and the rates were above inflation, thereby aggravating the burden on residents. He hoped that the TD would study ways to help GMB operators control their operating costs. In addition, he hoped that the \$2 public transport fare concession scheme could be extended to all GMB routes in Tai Kok Tsui. Furthermore, he indicated that he had requested at the Traffic and Transport Committee (“TTC”) meeting to divert airbus route nos. A21 and E21 via Sham Mong Road in Tai Kok Tsui on the return trip, and to divert route nos. 904 and 905 via Tai Kok Tsui on both directions. He asked the TD to follow up the proposals. He also thanked the TD for meeting the requests of residents in Tai Kok Tsui by providing stops for

KMB route no. 12 and NWFB route nos. 701 and 701S opposite to the West Kowloon Disciplined Services Quarters on Sham Mong Road with effect from 22 December.

9. Mr Chris IP commended Ms YUEN Miu-chun, Christine, Senior Transport Officer, for proactively following up district traffic and transport matters. He said that the inconsistent practices among the TD staff members had affected the mutual trust between the regional office of the TD with the YTMDC. He hoped that the TD could improve its relationship with the YTMDC. In addition, he was concerned about the problems of lost trip of bus routes and the ever-increasing GMB fares in Tai Kok Tsui. He considered that the TD should study how to improve the public transport services in Tai Kok Tsui. He added that the residents in the YTM District had been suffering from traffic congestion for a long time. The TD should introduce interim measures to ease the traffic congestion in the district before the implementation of the CKR project. He also urged the TD to assist franchised bus companies in bus route rationalisation as soon as possible.

10. Ms WONG Shu-ming said that the majority of Councillors of the YTMDC disapproved of the staff of the TD for being bureaucratic. She pointed out that the developer of the MOKO (formerly known as the Grand Century Place) would fund the construction of a footbridge linking Nathan Road and Mong Kok Road, but the TD had still not mapped out the special traffic arrangements to be implemented during the works period. Furthermore, she was dissatisfied with the inconsistent criteria adopted by the TD in the selection of targets of district consultations. She hoped that the department would standardise the selection criteria and improve the consultation mechanism. She continued that the TD launched a trial scheme on the installation of countdown timers for traffic lights at Nathan Road a few years before. However, Councillors had not received any reports on the trial review from the TD upon completion of the trial. She wished to know the trial results.

(Mr Benny YEUNG joined the meeting at 3:05 p.m.)

11. Mr WONG Kin-san said that as the Nullah Road improvement works would take around two and a half years, he hoped that the TD would urge the Highways Department (“HyD”) to commence the works as soon as possible to avoid affecting traffic in the district. He continued that there were a lot of cross-boundary coaches passing through the YTM District and also many loading/unloading points for coaches in the district. However, the TD had never consulted residents about the setting up of those loading/unloading points. It was evident that the department had ignored residents’ opinions on the traffic and transport arrangements in the district. He also said that the large number of buses travelling along Nathan Road had caused severe traffic congestion, and also air and noise pollution in the vicinity of Nathan Road. He hoped the TD would speed up the bus route rationalisation so as to cut the number of buses running along Nathan Road. He further urged the TD to address the noise nuisance caused by the railway and flyovers to the residents nearby.

12. The Chairman hoped that airbus routes nos. A21 and E21 and cross-harbour bus route nos. 904 and 905 would pass through the new reclamation area in Tai Kok Tsui (i.e. in the vicinity of Hoi Wang Road) for the convenience of residents living in the housing estates nearby. In addition, he requested the TD to review the lost trip problem of bus routes with bus companies, especially route no. 2E. He further requested the TD to consider providing a BBI at the Yau Ma Tei Exit of the CKR for the convenience of residents in the district to travel around Hong Kong.

13. Mrs Ingrid YEUNG responded as follows:

- (i) The FEHD's Environmental Hygiene Offices-cum-vehicle depot and the Water Supplies Department's office at Sai Yee Street were to be relocated upon completion of the new office buildings of the two departments in 2017 to 2018. The Planning Department was re-planning the Sai Yee Street site and the government land in Mong Kok East in a holistic approach, and would consult the YTMDC on the study result as early as possible. The Government planned to develop the Sai Yee Street site into a public transport interchange to accommodate the termini of some PLBs, GMBs and cross-boundary coaches. The TD would offer its cooperation if the proposal was feasible.
- (ii) The annual increase in the number of private cars in recent years was higher than that in the past decade. To meet the high demand for parking spaces, the Government would make an effort to identify suitable places for parking spaces. The Government would lay down requirements in re-development projects or land sales that developers should provide hourly parking spaces for public use in new buildings. It would also lease out undeveloped sites under short-term tenancy for provision of rental parking spaces. Moreover, the TD would provide metered parking spaces at appropriate locations or provide parking spaces at particular places for the types of vehicles (e.g. trucks) which were short of parking spaces.
- (iii) In light of traffic congestion and persistent drop in overall traffic speed in recent years, the Government intended to contain the growth of private cars from a macro point of view. The Transport and Housing Bureau ("THB") instructed the Transport Advisory Committee ("TAC") in March 2014 to study how to resolve traffic congestion. The TAC would submit a report to the Secretary for Transport and Housing by the end of the year.
- (iv) The TD would liaise with the Police on illegal parking from time to time and the Police would step up law enforcement action.
- (v) The HyD was currently undertaking an investigation study on the proposed construction of a footbridge connecting Argyle Street with Tong Mi Road. As the proposal involved the construction of footbridge piers on roads with heavy pedestrian flow, the HyD was currently conducting a pedestrian flow assessment in preparation for the works. It would also assess the traffic flow and environmental impact during and after the implementation of the works.
- (vi) The TD had been examining the proposals submitted by a private developer on the construction of a footbridge across Nathan Road at Mong Kok Road.
- (vii) The TD had conducted a trial scheme on countdown timers for traffic lights in collaboration with a local university. The result showed that pedestrians often rushed across the road when the green pedestrian light signal was to expire in a few seconds. Having regard to the adverse impact on road safety, the TD considered that countdown timers for pedestrian lights were not suitable for local use.

- (viii) She would relay to the HyD that Councillors looked forward to the early commencement of the road improvement works at Nullah Road.
- (ix) Compared with the loading/unloading points of “point-to-point” bus routes, BBIs could better alleviate traffic congestion and air pollution. It was therefore a prevailing practice for the TD to set up BBIs. In the case of the CKR, the TD found it difficult to identify a site for a BBI. BBIs were generally set up along slow lanes. The traffic speed along the CKR was supposed to be high and the length of the CKR was relatively short. Buses might need to change lanes in a short distance when pulling over. All such factors had made BBI identification difficult. Nonetheless, the TD would continue to study proactively the feasibility of setting up a BBI at the CKR.
- (x) As regards the criteria for consultation, if the road works were regulated under the Roads (Works, Use and Compensation) Ordinance, the TD, as the works department, would gazette the works as required by law. Any objections received had to be handled by the responsible department first. In the event that the opponents insisted on their objections, the Executive Council would make a final decision on whether the works should be implemented, which would entail a time-consuming process. Therefore, the TD would generally commission District Offices (“DOs”) to conduct local consultation prior to the implementation of proposed traffic control measures. Where the objections were substantiated, or the opponents would really be affected by the works, the TD would decide whether to proceed with the works having regard to the objections. In future, the TD would strengthen its liaison with DOs in respect of local consultation so as to determine the appropriate targets of consultation. As regards the works not regulated under the said Ordinance, the TD would handle objections received during the consultation period in a fair manner. If the objections were unsubstantiated, it would still press ahead with the works under appropriate circumstances. For instance, the TD had, despite objections, removed the parking meters outside the Kimberley Hotel in Tsim Sha Tsui.
- (xi) According to the definition that had been adopted by the TD, “lost trips” occurred when the bus companies failed to operate bus trips as specified, while the failure to provide bus services within a specified period resulted in “delayed bus trips”. In early 2014, the Office of the Ombudsman (“the Ombudsman”) pointed out in its report on the monitoring mechanism for lost bus trips that the impact of delays during peak hours was no different from lost trips. The TD accepted this point and amended its calculation of lost trip rates. The bus companies were currently updating the computer system for monitoring lost trips. Under the new system, a day was divided into three periods, namely morning peak period, afternoon peak period and non-peak period. In response to the view of the Ombudsman, the TD would consider delays during morning and afternoon peak periods as lost trips starting from January 2015. Records of lost trips would be taken into account by the TD when assessing the performance of the bus companies. Meanwhile, the Ombudsman would continue to follow up the problem of lost trips.
- (xii) Shortage of bus captains and road congestion were the reasons for lost trips of buses. Many newly recruited bus captains quit soon after the completion of



training. As a result, there was a long-term shortage of bus captains. In addition, some routes (such as route nos. 2E and 914) were often unable to reach the destination as scheduled because they had to run along busy corridors. The TD would suggest the bus companies revise the schedules so as to avoid misleading passengers. The situation of lost trips of bus route no. 2E had improved over the past year.

- (xiii) Although the salary of PLB drivers had increased significantly, the industry still faced a prolonged lack of drivers. In order to assist the PLB industry in solving the problem of insufficient drivers, the TD had organised job fairs together with the Labour Department. Furthermore, the TD liaised with the Correctional Services Department and non-governmental organisations serving ethnic minorities to introduce the occupation of PLB drivers to rehabilitated offenders and ethnic minorities respectively. The TD also urged the PLB service operators to increase the salary of PLB drivers appropriately so as to attract interested persons to engage in the industry.
- (xiv) Despite the recent fall in oil prices, salary of PLB drivers and insurance premiums had increased. The TD had to consider the above factors when assessing the fare increase application. In addition, as the Government selected service operators by tendering, service operators might initially charge a lower fare for the sake of winning the tender. After that, they would apply for fare increase to recoup the loss suffered during initial operation.
- (xv) The Labour and Welfare Bureau would extend the \$2 public transport fare concession scheme to GMBs in March 2015. The Government would subsidise GMB operators for the provision of fare concession if they satisfied the specific requirements.
- (xvi) The TD would conduct surveys before and after the commissioning of the West Island Line to find out the change in the public's demand for road-based public transport services. If necessary, the TD would require the bus companies to conduct an overall review on the routeings of cross-harbour bus route nos. 904 and 905 in the YTM District.
- (xvii) The TD was responsible for the issuance of the Passenger Service License for cross-boundary coaches. One of the licensing conditions was that coaches must pick up and drop off passengers at designated areas. The TD would take follow-up action if the service operators violated the conditions set out in the License. The department had required the service operators to deploy officers to maintain the order of passengers waiting for cross-boundary coaches. The TD expected that after the site at Sai Yee Street was used as a public transport interchange, some of the cross-boundary coach termini in the district could move into the interchange. The chaotic situation of coaches picking up and dropping off passengers outside designated areas would hopefully be improved.

(Mr HAU Wing-cheong left the meeting at 3:30 p.m.)

14. Ms KWAN Sau-ling said that in recent years, four to five hotels and guesthouses were opened at the junction of Kimberly Road and Observatory Road. As a result, the traffic in the vicinity had become very busy. She hoped that the TD would install traffic lights there to control traffic. Besides, the problem of illegal parking of coaches at Chatham Road South and Chatham Road North was serious. She thus suggested freeing up some spaces in the en-route bus stop next to the Wing On Plaza for the provision of temporary coach parking spaces to alleviate the problem of insufficient coach parking spaces in Tsim Sha Tsui East.

(Ms WONG Shu-ming left the meeting at 3:38 p.m.)

15. Mr Barry WONG noted that one of the duties of the TD was to regulate public transport operators. He said that taxi drivers often refused hire and selected passengers during shift-changes. He enquired if the TD would regulate such kind of behaviour. He continued that some members of the public wore Guy Fawkes mask in MTR stations, which had scared other passengers. In this connection, he wanted to know if the TD would put such a situation under regulation.

16. Mr Derek HUNG said that two major projects, namely Guangzhou-Shenzhen-Hong Kong Express Rail Link (“XRL”) and West Kowloon Cultural District (“WKCD”), were in progress in Tsim Sha Tsui West. The MTR Corporation Limited (“MTRCL”) and the West Kowloon Cultural District Authority (“WKCD”) only paid attention to the projects for which they were responsible and neglected the traffic and transport planning in the vicinity. He hoped that the TD would play a leading role in the transport planning in the area of the projects and report on the details to the YTMDC. He continued that residents of the housing estates on top of MTR Kowloon Station worried that the traffic in the vicinity would be even more congested after the plot ratio of the WKCD was increased by 15%. He urged the TD to carry out traffic assessment in respect of the increased plot ratio of the WKCD and step up monitoring of the traffic condition in the vicinity of the WKCD in future. Lastly, he referred to the proposal of developing a flyover linking Western Harbour Crossing (“WHC”) Toll Plaza and Nga Cheung Road roundabout put forward by the TD at a TTC meeting. He was against the proposal and suggested providing an additional traffic lane at WHC exit to facilitate traffic diversion.

17. Mr CHAN Siu-tong requested the TD to provide one to two additional autotoll lanes at the Cross-Harbour Tunnel (“CHT”) to mitigate the congestion there. He further requested the TD to re-design the exits of Yan Cheung Road so that residents living in the vicinity of The Coronation could have direct vehicular access to Tsim Sha Tsui without diverting via Mong Kok.

18. Mr LAM Kin-man said that traffic congestion in the area of Argyle Street, Sai Yee Street and Soy Street was acute. On top of that, as reported by the media, the prolonged occupation of a traffic lane adjacent to Sincere Podium by non-GMBs had aggravated the congestion. He asked apart from the Police’s enhanced enforcement action, how the TD could solve the traffic congestion problem at the location within a short period of time. Furthermore, he considered the GMB fare increase of over 10% at every turn was unaffordable to the public.

19. The Chairman said that countdown timers of traffic lights were used in cities across the world. He hoped that the TD would re-consider installing the facilities in Hong Kong. He further pointed out that the flashing green period of pedestrian traffic lights varied from

place to place in Hong Kong. It was confusing for pedestrians.

20. Mrs Ingrid YEUNG responded as follows:

- (i) Having regard to the increase in pedestrian flow at the junction of Observatory Road and Kimberley Road, the TD would re-consider the feasibility of providing traffic lights there.
- (ii) To tackle the problem of illegal parking of coaches at Chatham Road South, the TD had extended the 24-hour no-stopping restricted zones and moved the bus stop slightly southward. Enforcement action had been stepped up at Chatham Road South and the situation had improved. From the daily observation of the TD, the traffic was quite busy in the area of Wing On Plaza. The TD would continue to observe whether it was appropriate to provide temporary parking spaces for coaches there.
- (iii) The TD would assess the temporary traffic diversion measures during the implementation of major infrastructure projects and would conduct consultation and monitoring. Upon completion of the projects, the TD would map out the public transport services connecting the major infrastructure projects.
- (iv) The WKCDA had submitted traffic impact assessments to the TD before submitting the application for increasing the plot ratio of the WKCD by 15% to the Town Planning Board (“TPB”). After consideration, the TD was of the view that the existing roads could accommodate the additional traffic volume resulted from the increase in the plot ratio of the WKCD. The department would send representatives to attend the meeting of the TPB to give an account of the grounds of supporting or opposing the traffic impact assessment results.
- (v) The construction of a flyover linking WHC Toll Plaza and Nga Cheung Road viaduct was proposed and would be implemented by the CEDD. She believed that the Director of Civil Engineering and Development had noted Councillors’ concerns over the proposed project.
- (vi) When the projects in the West Kowloon New Reclamation Area were well developed to a stage that there was heavier traffic flow, additional infrastructures might be needed. The TD would later consider which method should be adopted to carry out the infrastructures.
- (vii) The TD had made an effort to work out measures to ease the traffic congestion at the CHT. The THB and the TD had studied and introduced “traffic distribution among the three road harbour crossings” to address the problem a year before. However, the measure was finally shelved as it was not the right time. In response to Councillors’ proposals, the TD would research into whether provision of additional autotoll lanes could help ease the traffic congestion at the CHT.
- (viii) The TD had planned to open up a junction to connect Yan Cheung Road and Yau Cheung Road. Upon completion of the works, vehicular access to the

vicinity of The Coronation would be much more convenient.

- (ix) The Police had stepped up enforcement action against the prolonged occupation of traffic lanes by non-GMBs. The TD had reserved parking spaces outside MTR Olympic Station for temporary parking by vacant minibuses. The department would also remind the minibus sector to give full cooperation and avoid long-term occupation of traffic lanes.
- (x) The TD would identify appropriate sites for the development of parking spaces for coaches and request the Police to step up enforcement action against illegal parking of coaches. The TD would also relay the problem to the Travel Industry Council and request it to urge the sector to comply with the law.
- (xi) It was a criminal offence for taxi drivers to refuse hire and overcharge taxi fares. Passengers who were refused hire during shift changes could notify the TD about information including the name of the driver, vehicle registration number, and the date and time of refusal. The TD would then forward the information to the Police for enforcement action. The department would also write to the registered owner of the taxi to draw his attention to such illegal behaviours of the taxi driver. Besides, the TD would organise campaigns with extensive publicity in the taxi industry/business to commend taxi drivers who had provided quality services.
- (xii) MTR Passengers had to abide by the MTR By-Laws. The MTR staff could take enforcement action against passengers with disorderly behaviours within the MTR station areas in accordance with relevant by-laws. The TD would also ask the MTRCL to keep an eye on any inappropriate behaviours of passengers.
- (xiii) The TD would collect and review the information about operation and cost provided by PLB operators in deciding whether the application for increase in PLB fares would be approved.

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

## **Item 2: Confirmation of Minutes of 19<sup>th</sup> YTMDC Meeting**

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22. The Chairman said that the Secretariat had received from the Hong Kong Police Force's proposed amendments to the minutes of the last meeting. The document (Annex 1) was distributed at the meeting for Councillors' information.

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

## **Item 3: Financial Position of YTMDC Funds as at 1 December 2014 (YTMDC Paper No. 134/2014)**

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**Item 4: Funding Application from 2014-2015 Working Group on Ethnic Affairs, YTMDC for Organising YTM District Ethnic Cultural Show (YTMDC Paper No. 135/2014)**

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**Item 5: Funding Application from 2014-2016 YTM South Area Committee for Organising YTM District Ethnic Cultural Show (YTMDC Paper No. 136/2014)**

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**Item 6: Revised Funding Application from YTM District Youth Programme Committee for Organising Youth Activities in YTM District (YTMDC Paper No. 137/2014)**

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24. The Chairman proposed that the papers in respect of Items 3 to 6 about District Council (“DC”) funding be discussed together and there was no objection. He reminded Councillors to fill in the Declaration of Interests form on the table if necessary.

25. Councillors noted the financial position of the YTMDC funds as at 1 December 2014 and endorsed the funding applications for Items 4 to 6 (YTMDC Papers No. 135/2014 to 137/2014).

**Item 7 Proposed Establishment of a Harbourfront Authority (“HFA”) — Phase II Public Engagement Exercise (“Phase II PE”) (YTMDC Paper No. 138/2014)**

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

- (a) Miss Christine AU, Principal Assistant Secretary (Harbour) of the Development Bureau (“DEVB”) and Mr Frederick YU, Assistant Secretary (Harbour) Special Duties of the DEVB/Secretary of the Harbourfront Commission’s (“HC”) Core Group for Public Engagement; and
- (b) Mr Nicholas BROOKE, Chairman; Mr Vincent NG, Chairman, Core Group for Public Engagement and Mr LEUNG Kong-yui, Member, Core Group for Public Engagement of the HC.

27. Miss Christine AU gave a presentation as follows:

- (i) The HC and the DEVB launched the three-month Phase II PE on 25 September 2014.
- (ii) The HC submitted a proposal to the Chief Executive in 2012 for setting up a dedicated statutory HFA to press ahead with harbourfront development in a holistic manner with an innovative mindset and a more flexible management approach.
- (iii) The HC and the DEVB jointly launched the Phase I PE in 2013 to mainly seek public views on the following four aspects: 1) their aspirations for the harbourfront; 2) whether the existing harbourfront management model could meet their aspirations; 3) whether an HFA should be established; and 4) if so,

which harbourfront management model or approach would be more suitable.

- (iv) The Phase I PE was completed in January 2014. The results showed that the public generally supported the establishment of an HFA dedicated to the harbourfront development and handling of operational issues. However, the public raised different concerns and views about specific issues, for instance, which model was more effective than the existing one in making the best use of the harbourfront sites; how to delegate the HFA sufficient authority; how to ensure that there would be sufficient participation of stakeholders in harbourfront management; and the accountability measures of the HFA, etc.
- (v) Through the Phase II PE, the HC and the DEVB hoped to facilitate more in-depth public discussion by providing more details on the actual operation of the HFA, including its powers and functions, financial arrangements, land allocation and accountability measures, etc.

28. Mr Frederick YU gave a PowerPoint presentation on the following points:

- (i) The vision of the HFA was to enhance Victoria Harbour and its harbourfront areas to become an attractive, vibrant, accessible and sustainable world-class asset.
- (ii) The main objectives of the HFA included:
  - (a) to protect, preserve and enhance Victoria Harbour, uphold and strengthen its position as the icon of Hong Kong, and nurture the sense of belonging that Hong Kong people had for Victoria Harbour and its harbourfront.
  - (b) to promote and deliver an attractive, vibrant, green, accessible and sustainable harbourfront with diversified attractions and activities for public enjoyment.
  - (c) to recognise Victoria Harbour as a working harbour and its harbourfront as a unique public urban space for all people of Hong Kong to enjoy and maintain this balance going forward.
  - (d) to facilitate and enhance partnership and collaboration among the HFA, the Government, non-government organisations and the private sector in pursuing harbourfront projects with a view to achieving balance in economic benefits, social objectives and environmental well-being.
  - (e) to promote discussion with the local community at all stages of project development.
  - (f) to promote the concept of sharing of public space and create an inclusive and diversified harbourfront with innovate designs and flexible management.

The above objectives could also serve as yardsticks for evaluating the performance of the HFA.

- (iii) The major functions of the HFA included governance and management, advisory and advocacy, and executive functions.
- (iv) The HFA should set up a governing board (“the Board”) to perform statutory governance and management functions. The Board should have broad-based representation comprising not more than 20 members with a Chairman and a Vice-chairman (one being a public official and the other a non-official). Other members would be persons with relevant professional expertise and experience, Government officials and Legislative Council (LegCo)/DC members. Board Members would be appointed by the Chief Executive on a personal basis. The Board could establish committees on different projects and invite local participation.
- (v) The HFA had to adopt accountability measures applicable to other statutory bodies, including:
  - (a) Being accountable to principal officials and submission of corporate plans and business plans for their approval.
  - (b) Setting key performance indicators for performance measurement.
  - (c) Submission of accounts, annual reports and audit reports to the Government and the LegCo, and being subject to the examination of the Director of Audit.
  - (d) Attendance of LegCo meetings by the Board Chairman and Chief Executive Officer on the LegCo’s request.
  - (e) Consulting the public on the development and management of harbourfront facilities.
  - (f) Holding public meetings where appropriate.
  - (g) Disclosure of interests by all Board and HC members on a regular basis for public inspection.
  - (h) Subjecting the HFA and the HC to the regulation of the Prevention of Bribery Ordinance by including them as public bodies under the Ordinance.
- (vi) On land matters:
  - (a) The allocation of land would be modest through a conservative and incremental development strategy.
  - (b) The HFA would maintain a balanced portfolio of harbourfront projects with a view to achieving financial sustainability and independence.
  - (c) The sites allocated to the HFA would not be privatised.
  - (d) The HFA could identify potential sites for the Government’s consideration.

Possible sites that could be considered for allocation to the HFA included the

new Central Harbourfront, the Wan Chai Harbourfront, the North Point Harbourfront, the Quarry Bay Harbourfront, the Kwun Tong Harbourfront and the Hung Hom Harbourfront.

- (vii) On financial arrangements, the Government would set aside a dedicated fund, instead of a one-off funding, to cover the project cost of the HFA. The HFA would seek approval from the LegCo for drawing the required funding from the dedicated fund when individual projects were ready for implementation. The HFA would strive to achieve financial sustainability in the long run through a balanced portfolio of harbourfront projects.
- (viii) Upon its establishment, the HFA would take up the advisory and advocacy role of the HC. The HC should be disbanded to avoid the perception of multi-layering.
- (ix) The HFA would be empowered with executive functions to develop and manage harbourfront sites allocated to it. The HFA would not derogate from the existing powers and functions of the relevant government bureaux, departments and statutory bodies. It also would not affect the scope of existing laws.
- (x) A multi-disciplinary government team would provide support to the HFA during its initial establishment. The HFA would also recruit talents with expertise not readily available in the civil service. Upon accumulation of adequate experience in harbourfront development and management, the government team would be taken up by an independent team.
- (xi) The phase II PE would end on 24 December 2014.

(Mr CHAN Siu-tong and Mr LAM Kin-man left the meeting at 4:15 p.m.)

29. Mr John WONG asked whether the West Kowloon Waterfront Promenade (i.e. the site in the New Yau Ma Tei Typhoon Shelter area) would not be allocated to the HFA for management and operation. He also asked about the estimated amount of provision to be earmarked to the HFA each year.

30. Mr Derek HUNG commended the HFA for setting its objectives at enhancing the existing facilities on both sides of the Victoria Harbour, as well as coordinating and rationalising the harbourfront development work of various government departments and private organisations. He opined that the Government should learn from the experience of the WKCD and consider introducing accountability and management systems into the HFA. It should set out the measures to be taken if senior staff of the HFA resigned within the contract period and the obligations of senior staff. The HFA should also consider the views of the respective DCs on harbourfront matters in individual districts. He noted that the HFA would not be allowed to sell the sites allocated to it but would like to clarify whether the Government would resume those sites for sale. Moreover, he hoped the Government could select government officials with professional knowledge and relevant experience to provide support for the HFA during its initial establishment.

31. Mr CHAN Wai-keung spoke in English. He asked how much funding the Government would reserve for the operation of the HFA and how the HFA would achieve



financial sustainability in the long run through a balanced portfolio of harbourfront projects. He worried that the HFA would resort to leasing of harbourfront sites to private organisations for the sake of profits and financial independence. He wanted to know how the HFA would strike a balance between the public use of harbourfront sites and the leasing of harbourfront sites to private organisations.

32. The Chairman noted that the composition of the HFA Board was similar to that of the WKCD. He hoped that the HFA would invite participation from Councillors or community members and in particular give more consideration to the views of community members on works projects. He continued that he and several Councillors had proposed incorporating the New Yau Ma Tei Typhoon Shelter into the area of land to be managed by the HFA for revitalisation. He added that Harbour City in Tsim Sha Tsui and the New Yau Ma Tei Typhoon Shelter had interrupted the shoreline in the district and therefore suggested the proposed HFA should consider revitalising the New Yau Ma Tei Typhoon Shelter.

33. Mr Nicholas BROOKE responded in English as follows:

- (i) The HC would conduct a financial consultancy study to assess the estimates of funding requirements for potential sites under various development and operation plans. The study was expected to complete in 2015 and the HC would release the information in due course.
- (ii) The initial capital required by the HFA was estimated to be around 8 to 10 billion. The HC suggested the Government set aside a dedicated fund and provide initial capital for the HFA. When individual projects were ready for implementation, the HFA could draw the required funding from the dedicated fund subject to the LegCo's approval.
- (iii) The HFA was responsible for management of facilities of the Victoria Harbourfront. There was much public space along the Victoria Harbourfront and in order to enhance its attractiveness, the HFA would allow a limited number of commercial activities at the harbourfront. In this regard, the HFA would prudently strike a balance between public and commercial interests.
- (iv) Other than playing an advisory role in the development of the Victoria Harbourfront, the HFA would also formulate local harbourfront development plans with DCs or community members.

34. Mr Vincent NG added that the sites shown in the PowerPoint presentation were only the preliminary proposals of the HC. The HFA was concerned about the overall and local long-term planning of the Victoria Harbour which was some 73 km long. The New Yau Ma Tei Typhoon Shelter was one of the possible sites to be incorporated in the plan. When the operation of the HFA was on track with adequate experience accumulated and with track record of its performance, the HFA could consider engaging community members to take part in the operation of the harbourfront at the district level. Moreover, the HFA would certainly discuss with DCs for matters relating to the harbourfront in their districts.

35. Miss Christine AU responded as follows:

- (i) The HC was maintaining liaison with nine DCs with shoreline on harbourfront at present.

- (ii) Although there were less than 20 members in the Board, the committees under the Board could invite participation from DC members.

36. Mr Nicholas BROOKE spoke in English. He said that the HFA would enhance the transparency of operation. For instance, all meetings would be open meetings; the minutes would be available to the public; the Board would be represented by LegCo and DC members. Moreover, the HFA would invite DC members or community members to take part in the planning of harbourfront in their districts.

37. Mr Derek HUNG said that the HFA was a non-profit-making organisation and the Government had to reserve several billions of initial funding for the operation of the HFA. The amount of funding had to depend on the scale of the harbourfront site allocated to the HFA by the Government, which was uncertain at the moment. He suggested the HFA explain to the public the breakdown or expenditure of the operation fund in future to enhance financial transparency. Moreover, he hoped the LegCo could set up a committee to monitor the HFA and require the HFA to report its work to the committee or the public on a regular basis.

38. Mr CHAN Wai-keung spoke in English. He had no objection to the proposed establishment of a HFA, but he hoped that the DEVB would explain clearly to the public the rationale for the establishment of a HFA dedicated to harbourfront development. He added that members of the public might question why the Government did not establish an authority for managing country parks or mountains, or they might even opine that the HFA would degenerate into an independent kingdom built on public resources.

39. Mr Nicholas BROOKE responded in English. He said that Victoria Harbour was the icon of Hong Kong, which had witnessed the history of Hong Kong and was crucial to Hong Kong's future development. Members of the public generally hoped that Victoria Harbour and its harbourfront areas would be preserved and improved. The HFA was thus established to achieve this objective.

40. Miss Christine AU added that as the HFA would be granted substantial public resources upon its establishment, it would deploy public resources in a prudent and transparent manner. The Government had made reference to the practice of comparable statutory bodies and suggested that statutory requirements be included in the enabling legislation. It would be stated clearly in the legislation that upon request by the LegCo, the Chairman of the Board and head of the HFA executive arm were required to attend LegCo meetings to take questions. The HFA was also required to file its accounts, annual reports and audit reports to the Government and the LegCo in order to protect public interest and enhance the accountability of the HFA.

41. The Chairman concluded that the YTMDC had no objection to the captioned item at the current stage.

**Item 8      Resumption of Private Land for Implementation of Demand-led Redevelopment Project DL-6:YTM by Urban Renewal Authority (“URA”) at Fuk Chak Street / Li Tak Street, Tai Kok Tsui, Kowloon (YTMDC Paper No. 139/2014)**

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42. The Chairman welcomed the following representatives to the meeting:
- (a) Ms Jane LEUNG, Senior Estate Surveyor/Urban Renewal 2 and Mr Ernest WONG, Estate Surveyor/Urban Renewal 1 of the Lands Department (“LandsD”); and
  - (b) Mr SO Ngai-long, Senior Manager (Community Development) and Ms Agatha NG, Senior Manager (Acquisition and Clearance) of the URA.
43. Ms Jane LEUNG gave a brief presentation as follows:
- (i) The Development Project DL-6:YTM at Fuk Chak Street/Li Tak Street (“the development project”) was the third redevelopment project under the second round of the demand-led pilot scheme. The site had an area of about 775 square metres. The two buildings in the site, built in 1964, were mainly residential in nature. At present, there were several ground floor shops used for metal and engineering works related purpose.
  - (ii) According to the preliminary information provided by the URA, the site would be redeveloped into a 24-storey residential building with about 96 small to medium sized flats ranging from 37 to 50 square metres. The building would be situated on a three-storey podium for retail and clubhouse facilities. A one-storey basement would be used as a car park.
  - (iii) Of the 54 affected privately-owned interests, the owners of 48 property interests had accepted the URA’s conditional acquisition offers and completed the transaction by executing the assignments of properties. The URA was actively negotiating with the owners who had not accepted the acquisition offers.
  - (iv) The URA submitted an application for resumption of land to the Secretary for Development (“SDEV”) in August 2014, with a hope to resume the un-occupied property interests as soon as possible for commencement of redevelopment. The SDEV was considering if the proposed land resumption should be recommended to the Chief Executive in Council (“CE in C”) under the Urban Renewal Authority Ordinance. She would report to the SDEV and the CE in Council for councillors’ views on the land resumption proposal.
44. Ms Agatha NG added that of the 54 affected privately-owned interests, the owners of 49 property interests had accepted the conditional acquisition offers of the URA, which accounted for approximately 90% of the total ownership. The owners of 48 property interests had executed the assignment and the URA was negotiating with the remaining owner on the assignment. The owners of five property interests had not accepted the acquisition offers. The properties concerned included four domestic units and one ground floor shop, with three of the domestic units involving succession issues. The URA was actively negotiating with these five owners.
45. Mr John WONG said that the above redevelopment project was located at the Cherry Constituency. As a Councillor of the constituency, he had responsibility for reporting to other Councillors the acquisition of property interests of the redevelopment project.

Representatives of the URA met with him on 21 November 2014 to inform him that the project was one of the demand-led redevelopment projects of the URA. On 25 November, he displayed posters and distributed leaflets on the redevelopment project at Kar Hing Building, Fuk Chak Street to find out whether there were objections from affected residents. He only received an enquiry on title issue from one owner and no owner raised any views on the acquisition to date. He would relay the enquiry concerned to the URA for follow-up.

(Mr Francis CHONG left the meeting at 4:50 p.m.)

46. Mr HUI Tak-leung opined that the demand-led project of the URA did improve the living environment of residents. He asked how the URA would handle cases where owners who could not be traced, for instance, whether the URA would locate the owner concerned by gazette or newspaper advertisement. He also asked whether the existing law had stipulated the period of time for the URA to locate the owner.

47. Ms Agatha NG responded that the URA was ready to follow up the title enquiry mentioned by Mr John WONG. She continued that the development project did not involve any cases where owners could not be traced. Under general circumstances, the URA would exhaust all means to locate the owner, including searching the record of the property at the Land Registry, visiting the property or publishing notices on newspapers in order to trace the owner.

48. Mr HUI Tak-leung said that many owners in the district wanted to join the demand-led project but many owners of the building had moved out for a long time and some owners could not be located. He hoped the URA and the LandsD could disseminate more information on the demand-led project through the DC to encourage owners to actively take part in the project.

49. The Chairman said that YTM was an old district where there were many dilapidated buildings. Many owners of these old buildings had passed away for a long time and the left over succession issue was very complicated. Moreover, many owners of old buildings had moved out for a long time and could not be traced. He asked how the Administration would address such cases. He noted that up to 90% of the owners had accepted the conditional acquisition offers in the Fuk Chak Street/Li Tak Street development project and he asked about the reasons for such progress.

50. Mr SO Ngai-long responded as follows:

- (i) Under the demand-led project, owners of old building would initiate application to the URA but they did not need to secure 100% owners' participation when they submitted the application. The URA had been conducting talks to explain to owners interested in joining the demand-led project the application procedures and the actual operation.
- (ii) The URA had just introduced a new proposal for the demand-led project and would readily explain the details to the YTMDC and residents if necessary.
- (iii) As owners of the Fuk Chak Street/Li Tak Street development project were eager to improve living environment through redevelopment. On top of that, the work of the URA had all along been supported by the Councillor of the

constituency and the DC. The acquisition therefore went smoothly for the project.

51. The Chairman asked Councillors whether they objected to the redevelopment project at Fuk Chak Street/Li Tak Street. There was no objection.

52. The Chairman thanked the relevant representatives for joining the discussion on this item.

**Item 10: Progress Reports**

- (1) **District Management Committee**  
(YTMDC Paper No. 141/2014)
- (2) **Community Building Committee**  
(YTMDC Paper No. 142/2014)
- (3) **District Facilities Management Committee**  
(YTMDC Paper No. 143/2014)
- (4) **Housing and Building Management Committee**  
(YTMDC Paper No. 144/2014)
- (5) **Working Group on Ethnic Affairs**  
(YTMDC Paper No. 145/2014)
- (6) **Working Group on Women's Affairs**  
(YTMDC Paper No. 146/2014)
- (7) **YTM Area Committees**  
(YTMDC Paper No. 147/2014)

53. Councillors noted the contents of the progress reports.

**Item 11: Any Other Business**

**(1) “Green Promotional Stalls” Activity in Hong Kong Flower Show 2015**

54. The Chairman said that the LCSD would organise the Hong Kong Flower Show at Victoria Park from 20 to 29 March 2015. In this connection, the Hong Kong Flower Show Committee invited the YTMDC to participate in the “Green Promotional Stalls” activity of the Flower Show to promote greening awareness among the public. He added that the YTMDC also participated in the “Green Promotional Stalls” activity in 2014. Mr HAU Wing-cheong was the contact person at that time and the YTMDC allocated \$8,000 for participating in the activity.

55. The Chairman continued that Councillors endorsed the YTMDC's participation in the “Green Promotional Stalls” activity and the nomination of Mr HAU Wing-cheong as the contact person by circulation of a paper earlier. He asked if Councillors agreed to follow the practice of the previous year to allocate \$8,000 for participating in the “Green Promotional Stalls” activity of the Hong Kong Flower Show 2015. There was no objection.

(2) **Starting Time of 21st YTMDC Meeting**

56. The Chairman said that quite a number of Councillors were invited to the Home Affairs Department Spring Reception which would be held in the afternoon of 26 February 2015 when the 21<sup>st</sup> YTMDC meeting would also be held. He asked if Councillors agreed to advance the 21<sup>st</sup> YTMDC meeting to 1:30 p.m. There was no objection.

(3) **Seeking Support for “Yau Tsim Mong Reinvigoration in Harmony”**

57. The Chairman said that the Secretariat of the “Alliance of Yau Tsim Mong Reinvigoration in Harmony” (“the Alliance”) wrote to the YTMDC and all Councillors on 5 December 2014, stating that various signature events with the themes of love and inclusion, economic revitalisation and vitality injection would be held from mid-December 2014 to mid-2015. The Alliance cordially invited the YTMDC to be one of the supporting organisations of the activities and requested that the YTMDC logo be printed on relevant publicity materials. The Alliance also hoped that Councillors would help promote the activities and encourage public participation.

58. The Chairman enquired if Councillors agreed that the YTMDC became a supporting organisation of the aforementioned activities and the YTMDC logo could be printed on relevant publicity materials. There was no objection.

59. The Chairman added that the YTMDC adopted a theme song called “A Dynamic Yau Tsim Mong” in the “Yau Tsim Mong District Festival” organised in 2011. He opined that the song matched the themes of the “Yau Tsim Mong Reinvigoration in Harmony” and thus proposed to let the Alliance use the song in its activities. There was no objection.

60. Ms KWAN Sau-ling wanted to know if the use of the song in the Alliance’s activities involved copyright issues.

61. The Chairman said that at that time, the YTMDC formally invited local composer Mr Mahmood RUMJAHN to compose the theme song for the “Yau Tsim Mong District Festival”. Therefore, the YTMDC should be the copyright owner. After discussion, Councillors endorsed the use of the song by the Alliance in its “Yau Tsim Mong Reinvigoration in Harmony”.

62. The Vice-chairman said that as Councillors had no objection to the Alliance’s use of the song in the activities concerned, she thanked the support of the YTMDC in the capacity as the Chairman of the Alliance.

**Item 9      There Is Brick Pavement Subsidence Along Hoi Wang Road (near Charming Garden). Why Do Cracks Develop on the Floors of Nearby Shops? Is It Due to Tunnel Excavation for the XRL?**  
**(YTMDC Paper No. 140/2014)**

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

- (a) Mr Godfrey HO, Senior Engineer/XRL (4), Railway Development Office of

the HyD;

- (b) Mr FUNG Wai-chung, Senior Liaison Engineer and Ms Lute YIP, Public Relations Manager – Projects and Property of the MTRCL; and
- (c) Mr LEE Chi-yin, Senior Housing Manager (Kowloon West and Hong Kong 1) of the HD.

He said that Mr LEE would respond to the questions of Councillors on behalf of the Panel on Housing.

64. The Chairman supplemented the contents of the paper. He said that the underground grouting and tunnel excavation works for the XRL at Hoi Wang Road section were completed. In the course of the works, there were incidents of occasional uneven paving blocks at Hoi Wang Road and cracks between floor tiles at ground floor shops at various locations of Hoi Wang Road. Although the MTRCL had resurfaced the road in the works area at Hoi Wang Road a year ago, cracks appeared again between paving blocks and ground floor shops upon completion of the recent excavation works of the second XRL tunnel. He wanted to know whether this was caused by ground subsidence. He further said that cracks appeared in floor tiles in a number of ground floor shops near Charming Garden within a short period of time, which was highly unusual. He requested the MTRCL and the relevant departments to follow up.

65. Ms Lute YIP responded that the MTRCL had conducted a site inspection with the Chairman in November after being informed of the incidents.

66. Mr FUNG Wai-chung responded that the MTRCL had been monitoring the road condition at Hoi Wang Road since 2011. It was found that there was settlement at most part of the road and the rate of settlement ranged from 10 to 20 mm in the past few years. The settlement was less than 3 mm when tunnel boring machines passed underneath Hoi Wang Road. The rate was within the normal range. In respect of cracks between floor tiles at shops in the Hoi Wang Road area, the MTRCL had appointed engineers and loss adjusters to conduct site inspection. After making reference to the relevant settlement data, the loss adjusters believed that the cracks concerned were unrelated to the XRL project as the shops and the pavement concerned were quite far away from the tunnel alignment. Nevertheless, the MTRCL would still arrange paving block maintenance for the shops concerned.

67. Mr Godfrey HO responded that the HyD had taken the initiative to contact the Chairman, and conduct site inspection with the MTRCL and the Chairman after learning about the incident in November 2014. The HyD noted that the MTRCL would appoint contractors to repair paving blocks for shops in the Hoi Wang Road area later. The Structures Maintenance Section (Urban) of the HyD would also appoint contractors to repair paving blocks in the Hoi Wang Road area. He said that Hoi Wang Road was within a reclamation area and settlement was normal for reclamation areas. Moreover, the MTRCL had set up monitoring points at the works area before and during the tunnel excavation works at Hoi Wang Road and conducted regular reviews on the monitoring data. The HyD noted from the MTRCL that the situation mentioned by the Chairman should be unrelated to the XRL project as revealed by the monitoring data. However, if there were cracks of paving blocks or settlement again at Hoi Wang Road in future, the Structures Maintenance Section (Urban) of the HyD would readily deploy staff to follow up and carry out maintenance if

necessary.

68. Mr CHAN Wai-keung recalled that cracks had also appeared at the external wall of Olympian City 2 upon completion of the Kowloon Southern Link in 2008. The MTRCL and the HyD also denied that the cracks were related to the XRL project at that time. To avoid trouble, the developer of Olympian City 2 repaired the block cracks outside the building by itself. He speculated that the situation of the housing estate concerned might not be unrelated to the above works. He said that the residents of Olympian City 2 were very concerned about whether the cracking would become more serious, which would affect the structural safety of the buildings. He also asked whether the MTRCL had detected any unusual or sudden settlement at the monitoring points at Hoi Wang Road during XRL works.

69. The Chairman said that although the MTRCL resurfaced the works area at Hoi Wang Road in 2013, cracks re-appeared on the paving blocks in less than a year's time. Cracks were also found in the floor tiles of ground floor shops at different locations along Hoi Wang Road. He had consulted Mr LAI Tat-ming, Director of Hong Kong Survey Limited on the matter. Mr LAI detected the space underneath some road sections of Hoi Wang Road with an infrared detector. Higher temperatures were detected at some locations, which suggested that there might be underground voids. The Chairman urged the MTRCL and the departments concerned to explain their presence.

70. Ms KWAN Sau-ling suggested the MTRCL and HyD arrange for a site investigation in the vicinity of Hoi Wang Road as soon as possible.

71. Mr Derek HUNG recalled that there had been ground settlement at Kowloon MTR Station and Austin MTR Station during the construction of the West Kowloon Terminus for the XRL. The MTRCL followed up the problem subsequently. He doubted whether the MTRCL, which was responsible for the XRL works, could conduct a reliable investigation on the cracks found in the paving blocks on Hoi Wang Road and in the floor tiles of ground floor shops. He enquired whether the Government would supervise the investigation or commission a loss adjuster to undertake the investigation for better transparency and reliability so as to allay residents' concern.

72. The Vice-chairman said that the item was related to both pedestrian safety and building safety. She requested the HyD to judge whether the settlement in the vicinity of Hoi Wang Road was normal; if not, the HyD should put forward solutions before investigating whether the sunken paving blocks were related to the XRL works.

73. Mr HUI Tak-leung opined that the HyD should not focus only on whether the settlement in the vicinity of Hoi Wang Road was related to the XRL works. It should, instead, put forward solutions immediately to ensure pedestrian safety. He suggested the discussion on this item be continued at the next meeting and requested the departments concerned to report to the YTMDC on the investigation in order to allay public concerns.

74. Mr Benny YEUNG said that the cracks on the ground caused by subsurface soil erosion might affect both pedestrian safety and structural safety of buildings. He hoped that the HyD would take the initiative to follow up the problem.

75. The Chairman said that as a re-elected District Councillor of Charming constituency, he clearly knew that only underground grouting and boring works for the XRL had been



carried out in the vicinity of Hoi Wang Road. Although it was less than a year since the MTRCL had resurfaced Hoi Wang Road, cracks re-developed on the paving blocks and the walls of buildings. The infrared detection test also indicated the possible presence of voids underneath some sections of Hoi Wang Road. The HyD should open up the concerned locations at Hoi Wang Road as soon as possible and conduct a site visit with him to identify the causes of the cracks. Out of the worry that the underground voids at Hoi Wang Road might extend to Charming Garden, he enquired whether the departments concerned would provide the property management office with support under such a circumstance. He also urged the HyD to fill the underground voids as early as possible.

76. Mr CHAN Wai-keung enquired in the event that members of the public lodged claims for compensation as a result of the possible impact of the XRL works on the structure of the properties along railway, whether it would be the insurance company or the MTRCL that would be liable for the compensation. If the insurance company was to be liable for the compensation, an assessment had first to be made by a loss adjuster, which he doubted would generally be in favour of the insurance company.

(Ms KWAN Sau-ling left the meeting at 5:37 p.m.)

77. Mr LEE Chi-yin responded that Charming Garden was developed by Oriental Sharp Limited (subsidiary of Chevalier International Holdings Limited) under the Private Sector Participation Scheme. The developer was fully responsible for the design and construction as well as the subsequent management, repair and maintenance of the housing estate. As Charming Garden was a private property with an Owners' Corporation, the HD had no role in this matter.

78. Mr FUNG Wai-chung responded that the MTRCL would liaise with the Structures Maintenance Section (Urban) of the HyD and the contractors in respect of this item. It would also proactively follow up the cracks on the paving blocks and the floors of private properties in the vicinity of Hoi Wang Road. He also said that as the MTRCL would take out insurance for all works items, related claims had to be handled by a loss adjuster.

(Mr Benjamin CHOI and Mr Benny YEUNG left the meeting at 5:40 p.m.)

79. Mr Godfrey HO responded that he was the representative of the Railway Development Office of the HyD to oversee the XRL project. As revealed by the monitoring data of the MTRCL, the cracks of floor tiles in shops in the Hoi Wang Road area should be unrelated to the XRL works. Paving block maintenance fell within the purview of the Structures Maintenance Section (Urban) of the HyD. He would relay the views of Councillors to the Section. Moreover, he noted the request of the Chairman for the HyD to conduct a comprehensive review on the underground conditions of individual sections of Hoi Wang Road. The Structures Maintenance Section (Urban) would follow up the request concerned.

80. Mr Barry WONG said that although Charming Garden was a private housing estate, the HD should have clearly examined its condition. He opined that the sudden appearance of cracks in the floor tiles of shops at Charming Garden years later might not be unrelated to the XRL works. The HyD must find out the cause and take appropriate follow-up action.

81. The Chairman doubted that there were underground voids at some pavements and at the joints between roadsides and shops at Hoi Wang Road according to visual observation and

infrared detection. He strongly requested the HyD to conduct site inspection with him and the property management office of Charming Garden and open up the paving blocks to identify the cause of settlement. The HyD should arrange maintenance of blocks as soon as possible to ensure pedestrian safety.

82. The Vice-chairman said that other than conducting visual observation and infrared detection, the HyD should also find out why the repaired cracks continued to develop and take appropriate follow-up action.

83. Mr Godfrey HO responded that he would relay the concerns and views of Councillors to the Structures Maintenance Section (Urban) of the HyD, which would contact the Chairman and other relevant persons as soon as possible to actively follow up the situation.

(Post-meeting note: The Structures Maintenance Section (Urban) of the HyD took the initiative to contact the Chairman on 12 December 2014 and conducted a site inspection with him on 15 December. The section explained to the Chairman that the possibility of cracks on the ground of shops at Charming Garden as a result of natural settlement in the reclamation area could not be ruled out. As the cracks were located in private areas, the HyD would refer the issue to the relevant departments to follow up. The Structures Maintenance Section (Urban) finished repairing the cracks of paving blocks on pavements and the cracks at the joints between pavements and shops on 15 December. Moreover, the MTRCL arranged maintenance of damaged floor tiles at the shop front for the relevant shops at Hoi Wang Road gradually and the maintenance concerned was expected to complete in January 2015.)

84. The Chairman thanked relevant representatives for joining the discussion on this item.

85. There being no other business, the Chairman closed the meeting at 5:45 p.m. The next meeting would be held at 1:30 p.m. on 26 February 2015 (Thursday).

Yau Tsim Mong District Council Secretariat  
December 2014

**Proposed Amendment to the Draft Minutes of  
the 19<sup>th</sup> Meeting held on 30 October 2014  
Yau Tsim Mong District Council (2012-2015)**

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The amendments proposed by Mr CHUNG Sze-pong, Kent, Mong Kok Police District of the Hong Kong Police Force, were as follows:

Paragraph 60:

- Original text: “ (ii) In the previous month, various sectors of the society visited different occupied areas across the territory and appealed to the occupiers (especially students and teenagers) to remove barricades and retreat as early as possible, but they turned a deaf ear to the advice.
- (iii) The Occupy had led to traffic congestion... . ”
- Proposed amendment: “ (ii) In the previous month, various sectors of the society visited different occupied areas across the territory and appealed to the occupiers (especially students and teenagers) to remove barricades and evacuate as early as possible, but they turned a deaf ear to the advice.
- (iii) The Movement had led to traffic diversion and severe congestion... . ”

Paragraph 77:

- Original text: “ (v) The Police had ... and take timely action. Before taking action, the Police would issue announcements and warnings so that the protesters could leave.
- (vii) The HKPF had a number of channels in place to assist police officers and their relatives to vent negative emotion. ”
- Proposed amendment: “ (v) The Police had ... and take timely action. Before taking action, the Police would issue announcements and warnings to give the protesters a last opportunity to leave and would arrest those who refused to leave.
- (vii) The HKPF had a number of channels in place to assist police officers and their relatives to cope with negative emotion appropriately. ”