

**Minutes of the 16th Meeting of
Traffic and Transport Committee
Yau Tsim Mong District Council (2012-2015)**

Date : 18 September 2014 (Thursday)
Time : 2:30 p.m.
Venue : Yau Tsim Mong District Council Conference Room
4/F., Mong Kok Government Offices
30 Luen Wan Street
Mong Kok, Kowloon

Present:

Chairman

Mr IP Ngo-tung, Chris

Vice-chairman

Mr WONG Chung, John

District Council Members

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

Co-opted Members

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

Representatives of the Government

Mr FUNG Kwok-leung, Andrew	Senior Liaison Officer (1)	Home Affairs Department
Ms YUEN Miu-chun, Christine	Senior Transport Officer/Yau Tsim Mong	Transport Department
Mr TSE Chi-wai	Engineer/Mong Kok & Yaumatei	Transport Department
Mr FONG Wai-pang	District Engineer/Mong Kok	Highways Department
Mr NG Tin-chi	District Engineer/Yau Tsim	Highways Department
Mr LEE Chung-kin, Ken	Chief Inspector of Police (Operations) (2) (Mong Kok District)	Hong Kong Police Force

Mr CHU Chi-kwong	Officer-in-Charge, District Traffic Team (Mong Kok District)	Hong Kong Police Force
Mr LEUNG Lit-keung	Officer-in-Charge, District Traffic Team (Yau Tsim District)	Hong Kong Police Force

In Attendance:

Mr CHAN Kin-kwong	Deputy Project Team Leader/Universal Accessibility Programme	Civil Engineering and Development Department
Mr Calvin CW LI	Associate	Parsons Brinckerhoff (Asia) Limited
Mr CHAN Wai-kit	Acting Senior Engineer/Express Rail Link (1)	Highways Department
Mr CHENG Kwan-nang, Clarence	Engineer/Priority Railway 1	Transport Department
Mr FUNG Wai-chung	Senior Liaison Engineer	Mass Transit Railway Corporation Limited
Ms YIP Lai-yee, Lute	Public Relations Manager-Projects and Property	Mass Transit Railway Corporation Limited
Ms Lilian YEUNG	Public Relations Manager-External Affairs	Mass Transit Railway Corporation Limited
Mr LI Kam-hung, Joe	Principal Estate Officer /Kowloon West (North) (District Lands Office, Kowloon West)	Lands Department
Mr CHAN Hoi-sing	Principal Estate Officer/Kowloon West (South) (District Lands Office, Kowloon West)	Lands Department
Mr YEUNG Kwok-wei	Senior Structural Engineer/F4	Buildings Department
Mr Eric Poon	General Manager, Works & Contracts	Urban Renewal Authority
<u>Secretary</u>		
Miss MAN Shuk-yan, Karen	Executive Officer (District Council) 1, Yau Tsim Mong District Office	Home Affairs Department

Absent:

Mr LO Siu-hung, MH	Co-opted Member	
Ms CHEUNG Lui	Assistant Operations Officer (Yau Tsim)	Hong Kong Police Force

Opening Remarks

The Chairman welcomed attendees and participants to the meeting. He reported that Ms CHEUNG Lui, Assistant District Operations Officer (Yau Tsim) of the Hong Kong Police Force (“HKPF”) was absent due to other commitments.

Item 1: Confirmation of Minutes of Last Meeting

2. The Chairman said that the Secretariat had received from Mr Derek HUNG 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.

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

Item 2: Progress Report on District Traffic Improvement Projects Under Construction or Planning by Transport Department ("TD")/Highways Department ("HyD") (as at August 2014) (YTMTTC Paper No. 53/2014)

4. The Chairman welcomed Mr FONG Wai-pang, District Engineer/Mong Kok and Mr NG Tin-chi, District Engineer/Yau Tsim of the HyD to the meeting.

5. Mr NG Tin-chi and Mr FONG Wai-pang briefly introduced the contents of the paper.

6. Mr Derek HUNG recounted that he and a number of Yau Tsim Mong District Councillors of the same political party had jointly submitted a paper requesting the departments concerned to improve the barrier-free access facilities at Princess Margaret Road near the Pakistan Association of Hong Kong Limited ("PAHK"). He had also conducted a site visit with the representatives of the HyD, the TD and the PAHK. Noting that the HyD had commenced the improvement works for the pedestrian crossing facilities at the said site, he expressed gratitude to the departments concerned.

7. Ms KWAN Sau-ling recounted that she had requested the TD to cancel the parking spaces at Kimberley Road near the Kimberley Hotel. She was pleased with and thanked the TD for implementing the arrangement at her request.

Item 3: Revised Proposal for Lift Installation at Footbridge (No. KF88) (YTMTTC Paper No. 54/2014)

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

(a) Mr CHAN Kin-kwong, Deputy Project Team Leader/Universal Accessibility Programme of the Civil Engineering and Development Department ("CEDD"); and

(b) Mr Calvin LI, Associate of the Parsons Brinckerhoff (Asia) Limited.

9. Mr CHAN Kin-kwong and Mr Calvin LI briefly introduced the contents of the paper:

(i) At the meeting of the Traffic and Transport Committee ("TTC") in January 2014, the CEDD had reported on the results of the technical

feasibility studies and preliminary schemes on lift installation at the following footbridges:

1. Footbridge across Ferry Street and Waterloo Road beneath and along the West Kowloon Highway (Structure No. KF88)
2. Footbridge across the junction of Ferry Street and Dundas Street (Structure No. KF89)
3. Footbridge across Cherry Street, Ferry Street and Tong Mi Road (Structure No. KF94)

- (ii) The CEDD had conducted public consultation on the preliminary schemes in May this year. Some members of the public and Councillors had reflected that there was a need to retain the ramps and staircase of footbridge KF88. In this regard, the CEDD had made corresponding amendments to the scheme of the footbridge in question.
- (iii) According to the revised scheme, while the ramp at exit A of footbridge KF88 would be retained, the existing staircase would be demolished and replaced with a newly built staircase to make room for lift installation works. As specified in the original scheme, no alteration would be made to exit B. The CEDD would conduct public consultation to collect public views on the revised scheme.
- (iv) The lift installation works at footbridges KF94 and KF89 would commence in mid-2015 and late 2015 respectively.

10. The Chairman said that the CEDD had reported on the said revised schemes at an earlier meeting of the District Facilities Management Committee (“DFMC”) this month.

11. Ms WONG Shu-ming enquired about the expected commencement and completion dates of the lift installation works at footbridge KF94.

12. Mr CHAN Siu-tong supplemented that the land resumption arrangement set out in the said revised scheme had obtained support from the DFMC.

13. Mr CHUNG Kong-mo recalled that according to the result of the questionnaire survey on the original scheme for lift installation at footbridge KF88 conducted by Mr Benny YEUNG and him, quite a number of residents living in the vicinity agreed to install a lift at the footbridge but considered that staircases and access ramps should also be provided as means of access. In view of this, he had carried out several site inspections with representatives of the CEDD to work out a feasible proposal. He was glad to hear that the CEDD put forward a revised scheme for the project. He hoped that it would be supported by the public during public consultation.

14. Mr Benny YEUNG thanked the CEDD for its efforts to maintain communication and carry out site inspections with Councillors of the constituency in

which footbridge KF88 was located in order to put forward the revised scheme. He believed that it would be much easier for the revised scheme proposed by the CEDD to gain public support as it could provide greater convenience to the public.

15. Mr HUI Tak-leung said that the lift installation schemes for the above three footbridges were only discussed by the TTC. However, a political party often claimed that it had succeeded in pressing ahead with the lift installation schemes for footbridges in Yau Tsim Mong (“YTM”) District though its members had never participated in the related discussion by the TTC. He strongly condemned such behaviour.

16. Mr YIM Kin-ping indicated that most of the lifts currently installed at footbridges were constructed with transparent materials and prolonged exposure to sunlight might lead to equipment failure. In addition, ventilation was also poor inside the lifts installed at footbridges. He wondered whether the CEDD would take lighting and ventilation into consideration when installing lifts at the above three footbridges.

17. Mr CHUNG Kong-mo stated that the details of the said lift installation schemes for footbridges were discussed and determined by all TTC Members. He further enquired of the CEDD about the feasibility of installing closed-circuit television systems (“CCTVs”) with video-recording function in the lifts concerned.

18. Mr CHAN Kin-kwong responded as follows:

- (i) The construction of lifts for footbridges KF94 and KF89 would commence in the middle and the end of 2015 respectively. The project period would be around two years.
- (ii) If the revised scheme for footbridge KF88 was approved at this TTC meeting, the CEDD would immediately arrange public consultation, which would last for about one month, before carrying out detailed project design. It was expected that the lift installation projects for footbridges KF88 and KF89 could commence in unison and would take about two years to complete.

19. Mr Calvin Li supplemented that the CEDD had considered using transparent glass panels to construct lifts for the mentioned three footbridges. However, they worried that it would create greenhouse effect, resulting in the overheating of components. The CEDD was now planning to use concrete slabs for the left and right external walls of the lifts while the remaining two sides would fit with glass panels so as to strike a balance between lighting functionality and aesthetic elements.

20. Mr CHAN Kin-kwong replied that the CEDD could install CCTVs with video-recording function in the lifts installed at footbridges, but the videos recorded must be duly kept and managed in accordance with Personal Data (Privacy) Ordinance by the user departments. The CEDD had communicated with the TD, the HyD and the HKPF about the issue before the meeting. Those three departments indicated that they would not take up the responsibilities of managing the videos recorded by the CCTVs installed in the lifts at footbridges for the time being.

Therefore, it was necessary to clarify which department should be responsible for managing the videos before installing this kind of equipment.

(Mr HAU Wing-cheong attended the meeting at 2:50 p.m.)

21. The Chairman would like to know how the video-recordings of CCTVs installed in the lifts at footbridges in Hong Kong were managed at the moment.

22. Mr CHAN Kin-kwong responded that, to his knowledge, the CCTVs installed in the lifts at the footbridges currently managed by the HyD did not have video-recording function.

23. Mr FONG Wai-pang responded as follows:

- (i) According to the guidelines on works design maintained by the HyD, the existing CCTV cameras installed in the lifts at footbridges had no recording function. They could only transmit images to the screen outside the lifts so that the people waiting for the lift could know the real-time situation inside it.
- (ii) As a department responsible for maintenance projects, the HyD could take up the installation and maintenance works of the CCTVs in lifts but the management of video images would be outside its purview.

24. Mr YIM Kin-ping remarked that as the HyD was responsible for the maintenance and management of lifts at footbridges, it should also take up the management of the video images of the CCTVs installed in lifts or it should find a solution to the issue.

25. Mr Derek HUNG enquired whether all the CCTV cameras installed in the lifts at footbridges managed by the HyD were without video-recording function. If so, he considered that those CCTVs would not be effective in enhancing security.

26. Ms KO Po-ling pointed out that the lifts installed at footbridges were public space. Given that the CCTVs installed in the lifts of many housing estates had already had video-recording function, the HyD should keep pace with the times and install CCTV cameras with video-recording function at the lifts to ensure the safety of the users of the lifts. She suggested that the Chairman write to the HyD in the name of the TTC, demanding the department to manage the video images recorded by the CCTVs installed in the lifts at footbridges.

(Mr CHAN Wai-keung joined the meeting at 2:55 p.m.)

27. Mr HAU Wing-cheong considered that it was a waste of resources if the CCTV cameras installed in the lifts could only transmit real-time images and had no recording function. He urged the HyD to allocate additional resources to install video-recording systems in the lifts at footbridges to enhance security.

28. The Vice-chairman said that CCTV systems with recording function were installed in the parks managed by the Leisure and Cultural Services Department

("LCSD"). The HyD could draw from the experience of the LCSD and install CCTV cameras with recording function in the lifts at footbridges. He further said that as the "Universal Accessibility Programme" was advocated by the Chief Executive, he suggested writing to the Chief Executive's Office to reflect the concern of the TTC that the HyD refused to take up the management of video recordings of the lifts at footbridges for administrative reasons.

29. Mr FONG Wai-pang responded as below:

- (i) The HyD was responsible for maintenance of footbridges, including the lifts at footbridges while the TD was responsible for management of footbridges.
- (ii) CCTV cameras would be installed for new footbridges constructed by the HyD but they had no recording function.
- (iii) It would be more appropriate for security departments such as the Police to manage video images recorded by the CCTV systems if such systems were installed for security reasons. The HyD could take up the hardware installation but storage and management of the video images would be outside the purview of the department.

30. The Chairman opined that there was no need to write to the Chief Executive's Office. He suggested writing to the Director of Highways and the Commissioner for Transport instead to urge the two departments to assist in the storage and management of the images recorded by the CCTV systems upon installation of such systems in the lifts at footbridge KF88, KF89 and KF94. There was no objection.

31. Mr CHAN Kin-kwong would like to know whether the TTC agreed to adopt the revised works proposal of footbridge KF88. If so, the CEDD would arrange district consultation. Members unanimously accepted the revised proposal.

32. Mr Chris IP supplemented that the letters sent to the Director of Highways and the Commissioner for Transport would be copied to the Director of Civil Engineering and Development. Mr CHAN Kin-kwong noted the arrangement.

(Post-meeting note: The Chairman had written to the Director of Highways, the Commissioner for Transport, Mong Kok Police District, Yau Tsim Police District and the District Officer (Yau Tsim Mong) (Annexes 2 to 6) to relay the views of Members raised at the meeting. The replies of the YTMDO and the TD were set out in Annexes 7 and 8.)

33. The Chairman said that some departmental representatives who would be joining the discussion of Items 4 to 7 had not yet arrived and he suggested Item 8 be discussed first. There was no objection.

**Item 8: Proposed Extension of Pick-up/Drop-off Point of Green Minibus (GMB) No. 43M at Portland Street
(YTMTTC Paper No. 59/2014)**

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

35. Mr TSE Chi-wai said that GMBs of circular route No. 43M could hardly pull in the GMB stop at Portland Street when there were vehicles parking in front of the stop. Passengers had to get on/off the GMBs in the middle of the road. After conducting a site visit with the Police, the TD planned to extend the parking bay for that route at Portland Street backward to the direction of Waterloo Road by one metre, such that the bay would be nine metres in length. It was believed that this could facilitate GMBs to pull in and pick up/drop off passengers at the said stop.

36. Mr CHUNG Kong-mo recalled that he had submitted papers at previous meeting of the TTC to request the TD to improve the traffic arrangement for vehicles turning into Portland Street from Waterloo Road. He had also brought out the necessity of expanding the parking bay of GMB route No. 43M during a site visit with the staff of the TD after the meeting. However, the department did not adopt his suggestion then. He was glad to know the TD now proposed to extend the said parking bay but worried that there might still be insufficient room for GMBs to pull in if there were vehicles parking in front of or behind the GMB stop. In this connection, he enquired of the TD whether the parking bay could be further extended.

37. Mr TSE Chi-wai responded that the existing parking bay of GMB No. 43M at Portland Street was eight metres long, which was already longer than GMB parking bays in general. However, it was still difficult for GMBs to pull in because there were often vehicles parking in front of or behind that parking bay. In view of this, the TD suggested extending the length of the said parking bay to nine metres. Any further extension of the parking bay would pose difficulty for large vehicles from Waterloo Road to turn into Portland Street.

38. Mr Benny YEUNG pointed out that there was always traffic congestion at Portland Street and the queue of vehicles often extended to the section of Waterloo Road near Shanghai Street, making it difficult for vehicles to turn into Shanghai Street via Waterloo Road. He hoped the TD could solve the problem.

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

40. The Chairman said that some departmental representatives who would be joining the discussion of Items 4 to 7 had not yet arrived and he suggested Item 10 be discussed first. There was no objection.

Item 10: Any Other Business

**(1) Mong Kok Road Footbridge System at Sai Yee Street — Extension
Across Nathan Road (Progress Report as at August 2014)
(YTMTTC Paper No. 61/2014)**

41. Mr Derek HUNG said that according to the paper, the foundation work for the extension of the Mong Kok Road Footbridge at Sai Yee Street would commence in mid-October. He wanted to know whether the HyD would start to arrange the outsourcing works contract, or would have already carried out the works by then.

42. Mr FONG Wai-pang responded that the consultant had confirmed in early September the choice of contractor for the foundation works of the footbridge extension project. It was expected that the project would start in mid-October while the site works would commence in November or December.

**(2) 8th Report on CCTV Systems of Mong Kok Pedestrian Precinct
(YTMTTC Paper No. 62/2014)**

43. Members noted the contents of the information paper.

44. The Chairman said that the representatives of the Mass Transit Railway Corporation Limited (“MTRCL”) who would be joining the discussion on Item 4 had not yet arrived. He adjourned the meeting for three minutes.

(The meeting was adjourned for three minutes.)

45. The Chairman said that the representatives of the government departments who would be joining the discussion on Item 6 had arrived and he thus proposed to discuss this item first. There was no objection.

**Item 6: Renewed Demand for Tough Action Against Serious Illegal Parking at
Goldfish Market
(YTMTTC Paper No. 57/2014)**

46. The Chairman said that the written responses of the HKPF and the Buildings Department (“BD”) (Annexes 9 and 10) had been emailed to Members for reference before the meeting. He then welcomed the following representatives to the meeting:

- (a) Mr TSE Chi-wai, Engineer/Mong Kok & Yaumatei of the TD;
- (b) Mr Ken LEE, Chief Inspector of Police (Operations) (2) (Mong Kok District) and Mr CHU Chi-kwong, Officer-in-Charge, District Traffic Team (Mong Kok District) of the HKPF;
- (c) Mr Joe LI, Principal Estate Officer/Kowloon West (North) and Mr CHAN Hoi Sing, Principal Estate Officer/Kowloon West (South) of the Lands Department (“LandsD”); and
- (d) Mr YEUNG Kwok-wei, Senior Structural Engineer/F4 of the BD.

47. Mr WONG Kin-san supplemented the contents of paper No. 57/2014.
48. Mr TSE Chi-wai reported that the TD planned to widen the pavements on both sides of the section of Tung Choi Street between Bute Street and Nullah Road by half a metre. It could make the pavement more spacious while retaining the parking spaces at Tung Choi Street.
49. Mr Joe LI said that the staff of the Kowloon West District Lands Office had inspected the section of Tung Choi Street between Nullah Road and Mong Kok Road (commonly known as “Goldfish Market”) in early September. They found that about two-thirds of the shops had unauthorised extensions (such as unauthorised raised platforms) which had obstructed the pavement. In addition, during his visit to Goldfish Market at hours with higher pedestrian flow on Sunday, he found that some shops had occupied the pavement outside the storefront (about two feet wide) for placing goods. In spite of this, the pedestrian flow was smooth in general.
50. Mr CHU Chi-kwong replied that the problem of illegal parking at Goldfish Market was their constant preoccupation and police officers on patrol would press charges on the offenders. He added that given the scant amount of parking spaces at that section of Tung Choi Street, drivers often parked their vehicles along the traffic lanes, causing serious traffic congestion. The Police would ease the situation of illegal parking through education and enforcement action. They would deploy officers to Goldfish Market during holidays to advise drivers to use the nearby car parks and to step up prosecution against illegal parking.
51. Mr HAU Wing-cheong said that although there were metered parking spaces on both sides of Goldfish Market, they were insufficient to meet the demand during daytime peak hours. As a result, double parking was rife which seriously affected the traffic. In order to ease the problem of traffic congestion at Goldfish Market, he proposed to paint double yellow lines on one side of the road, or implement no-stopping restriction at designated periods to curb illegal parking.
52. Mr HUI Tak-leung indicated that it was not the first time for the TTC to discuss the problem of illegal parking at Goldfish Market as suggested by the title of the paper. However, the Police’s action to combat illegal parking had only produced limited results as they just advised offenders to drive off. He continued that shop front extension (“SFE”) was illegal and the LandsD should proceed to prosecution immediately once such cases were identified.
53. Mr WONG Kin-san welcomed the TD’s proposal of widening the pavements on both sides of Tung Choi Street, but he worried that so long as the problem of SFEs remained unsolved, the pavement would still be occupied by shop operators no matter how wide it was. He continued that he was deeply disappointed with the claim made by the representatives of the LandsD that the situation of SFEs at Goldfish Market was not serious and no follow-up action was taken even though about 60% of shops at the Goldfish Market had occupied the pavement.

(Ms WONG Shu-ming left the meeting at 3:20 p.m.)

54. Mr CHUNG Kong-mo opined that the situation of SFEs was quite serious as about 60% of shops at Goldfish Market had occupied the pavement. He indicated that the pedestrian flow at Goldfish Market was high and pedestrians were forced to walk onto the road when the pavement was too crowded, which would easily lead to accidents. He recalled that owing to the continual joint operations previously carried out by the LandsD and the BD at Dundas Street to combat shops that caused obstruction to the pavement, the situation there had been improved. He was of the view that the relevant departments could draw reference from that so as to solve the problem of pavement obstruction at Goldfish Market.

55. Mr CHAN Siu-tong recalled that shop operators at Dundas Street had often constructed unauthorised platforms or placed metallic risers on the pavement in front of their shops in order to extend their business areas. Last year, the LandsD and the BD launched large scale joint operations against SFEs and the results were evident. He proposed that the departments concerned should list Goldfish Market as a SFE black spot in the YTM District and take enforcement action against shops causing obstructions to pavement by modelling on the past inter-departmental joint operations at Dundas Street. It was believed that this could help alleviate the street obstruction situation effectively.

56. Ms KO Po-ling said that over the years the YTMDC had sought to widen the pavement at Tung Choi Street. She was pleased that the TD had finally accepted the DC's proposal and would like to know the timetable of the works. She continued that SFEs was a thorny issue and the departments concerned must step up enforcement to improve the situation.

57. Mr HAU Wing-cheong said that the first inter-departmental joint operation at Dundas Street was conducted three years ago. The LandsD and the BD had then launched several joint operations before the problem of SFEs at Dundas Street was improved. He opined that the departments concerned should step up enforcement to tackle the problem of street obstruction at Goldfish Market.

58. The Chairman supplemented that the inter-departmental joint operations at Dundas Street were launched around two to three years ago.

59. Mr Joe LI responded that SFEs was a street management issue. In the past, the LandsD, the BD and the FEHD had conducted joint operations against shop operators causing obstructions at Dundas Street. He believed that carrying out joint operations at Goldfish Market could certainly be effective in alleviating the problem of SFEs.

60. The Chairman proposed that the problem of SFEs at Goldfish Market as well as the joint operations to be conducted should be discussed at meetings of the District Management Committee ("DMC"), which was chaired by the District Officer (Yau Tsim Mong).

61. Mr WONG Kin-san agreed with the arrangement. However, he opined that the LandsD, being the enforcement department, was duty bound to prosecute shop operators for causing street obstruction. He continued that currently over two-thirds of the shops at Goldfish Market had extended their business area illegally, but the

LandsD had not taken enforcement actions proactively. In this connection, he asked the representatives of the LandsD to give an account on the follow-up action to be taken at the meeting.

62. Mr Joe LI responded as follows:

- (i) Goldfish Market and Flower Market were streets with unique features in YTM District. If the LandsD took enforcement action rashly against unauthorised extension of business area of shops at Goldfish Market, it was afraid that shop operators would have repercussions.
- (ii) Over two-thirds of the shops at Goldfish Market had caused street obstruction. The problem was not only limited to unauthorised raised platforms, other SFEs and street obstructions by goods were also found.
- (iii) As SFEs was a street management issue, it would be more appropriate for the relevant departments to launch joint operations.

63. Mr TSE Chi-wai responded that there was no need to cancel the parking spaces when widening the pavement of the section of Tung Choi Street between Bute Street and Nullah Road. The TD would arrange local consultation as soon as possible to facilitate early implementation of the works.

64. Mr CHUNG Kong-mo pointed out that the YTMDC and the departments concerned had agreed to make special arrangements at Flower Market since 2006. However, they had never reached any consensus on the occupation of pavements by shop operators at Goldfish Market. If street obstruction by shops was found at Tung Choi Street, the LandsD should enforce the law proactively instead of leaving it for follow-up action by the inter-departmental joint operations.

(Mr HUI Hon-man joined the meeting at 3:30 p.m.)

65. The Vice-chairman agreed that the departments concerned should take enforcement action within their ambits to combat the problem of SFEs.

66. Mr CHAN Wai-keung asked whether the LandsD had compiled a list of streets with unique features in Hong Kong. He also wanted to know whether there were any written guidelines stipulating that no prosecution should be initiated against SFEs at those places. He continued that street obstruction by shops was illegal. However, it seemed that the LandsD had favoured the shop operators at Goldfish Market by taking no prosecution action even after they noticed that those shops had occupied the pavement illicitly.

67. Mr Derek HUNG said that the existing special arrangements at Flower Market were made by the YTMDC, the government departments and the trade representatives of Flower Market after years of negotiations. He continued that the representative of the LandsD had expressed concern over the possible discontent of the public and shop operators stoked by hasty enforcement action at Goldfish Market. He would like to know whether the LandsD had enhanced communication with shop

operators at Goldfish Market concerning the problem of street obstruction, such as advising them to remove the SFEs before a deadline. If the shop operators failed to comply despite being advised, he opined that the LandsD could initiate prosecutions under the law.

68. Mr CHAN Hoi-sing responded as follows:

- (i) With currently available resources, the LandsD would generally send staff to conduct site inspection to see if there was serious obstruction of pavement by unauthorised building works (mainly platforms) upon receipt of complaints. Were it to be the case, the LandsD would deal with them as a priority.
- (ii) Over the past two years, the LandsD had not received any complaints against street obstruction by shops at Goldfish Market. The LandsD noted Members' views and would keep tabs on the problem of street obstruction caused by the platforms constructed by shops at Goldfish Market.
- (iii) The Public Consultation on the Enhanced Measures against SFEs ended on 14 July 2014. It was believed that the consultation report, with prosecution criteria and proposed penalties, would be completed soon. The enforcement departments could then take action more effectively.
- (iv) Apart from unauthorised construction of platforms, common examples of SFEs included placing goods at pavements and having other appendages outside the shops. Therefore, it would be more effective to combat the problem of SFEs if the departments concerned could conduct joint operations.

69. Summarising Members' opinions, the Chairman said that the problem of SFEs at Goldfish Market was serious and it was necessary for the relevant departments to step up enforcement action.

70. Mr CHAN Siu-tong said that he would like to lodge an official complaint about SFEs at Goldfish Market to the LandsD at this meeting. Furthermore, he asked whether the LandsD would send staff to conduct routine patrols against street obstructions by shops. In addition, he hoped that the DMC would take follow-up action against SFEs at Goldfish Market and urged the LandsD to cooperate with the DMC and carry out joint operations with the relevant departments.

71. Mr Joe LI responded that the LandsD would not conduct routine street patrols given the existing resources. Generally speaking, it would initiate follow-up investigations only upon receipt of complaints about SFEs.

72. The Chairman thanked the representatives of government departments for joining the discussion of this item.

Item 4: West Kowloon Terminus of Hong Kong Section of Guangzhou-Shenzhen-Hong Kong Express Rail Link (“XRL”) – Progress Report and Temporary Traffic Management Scheme (YTMTTC Paper No. 55/2014)

Item 9: Request for Enhancement of Traffic Signs Following Road Diversions for Construction of XRL Terminus (YTMTTC Paper No. 60/2014)

73. The Chairman said that as the contents of the papers of items 4 and 9 were both related to the XRL project, he proposed that the two be discussed together. There was no objection.

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

- (a) Mr FUNG Wai-chung, Senior Liaison Engineer and Ms Lute YIP, Public Relations Manager-External Affairs of the MTRCL;
- (b) Mr CHAN Wai-kit, Acting Senior Engineer/Express Rail Link (1) of the HyD; and
- (c) Mr Clarence CHENG, Engineer/Priority Railway 1 of the TD.

75. Mr FUNG Wai-chung gave a PowerPoint presentation to briefly introduce the contents of YTMTTC paper no. 55/2014.

76. Mr Derek HUNG supplemented the contents of YTMTTC paper no. 60/2014. He said that the MTRCL had often implemented large scale traffic diversion measures in the vicinity of Jordan Road, Lin Cheung Road and Austin Road to facilitate the construction of the West Kowloon Terminus (“WKT”) of the XRL. However, while the route diversions implemented recently were more circuitous, the MTRCL had not provided clear and sufficient traffic signs. He urged the MTRCL to provide more appropriate traffic signs along the diverted routes, indicating the directions to the shopping malls, hotels and housing estates in the vicinity of the WKT of the XRL. He further requested the TD to keep an eye on the changes in traffic volume in the vicinity of the XRL terminus after the traffic diversions were implemented.

77. Mr Derek HUNG enquired whether vehicles would be diverted to Nga Cheung Road and Canton Road or there would be other alternative traffic routes upon closure of the Lin Cheung Road temporary viaduct, and what measures the TD would implement to regulate traffic flow. He further stated that the traffic diversion arrangement for Lin Cheung Road was only introduced to Members through the Powerpoint presentation by the representatives of the MTRCL but was not laid down in YTMTTC paper no. 55/2014, which only stated that the vehicles coming out from the car parks of the Harbourside and the Arch had to use Canton Road northbound. He considered that the said paper was not detailed enough. Furthermore, he wondered whether the vehicles driving from the said car parks could turn right into Nga Cheung Road.

78. Mr FUNG Wai-chung responded as follows:

- (i) The MTRCL planned to close the temporary viaduct on the northbound side of Lin Cheung Road. The yellow dashed lines shown on the PowerPoint slide indicated the alternative route to be implemented if the Lin Cheung Road temporary viaduct was not closed. However, should that be the case, the traffic would have to be diverted by ten times more and the opening of the underground carriageways of Austin Road West/Lin Cheung Road could not be advanced by 20 weeks.
- (ii) As stated in the proposal set out in the paper, after the Lin Cheung Road temporary viaduct was closed, vehicles coming out from the car park of the Harbourside could travel eastward to enter Canton Road northbound or travel westward along the private road of the Harbourside and enter Nga Cheung Road via the Station Perimeter Road of Kowloon Station. He apologised for the absence of detailed explanation on the diversion arrangements in the paper.

79. Mr Derek HUNG further enquired of the MTRCL about their views on providing more traffic signs. In addition, he asked about the number of vibration monitoring points for the blasting works of the WKT of the XRL and the number of affected housing estates. He hoped that the MTRCL would regularly report the progress of blasting works to the management offices of the affected housing estates. Moreover, he recalled that the representatives of the MTRCL had said at the last meeting that the MTRCL could arrange building safety surveys for the housing estates affected by the blasting works. He asked the MTRCL to convey this message to the households concerned.

80. Mr TONG Sze-pang said that vehicles using Lin Cheung Road would be diverted to Nga Cheung Road upon the closure of the Lin Cheung Road temporary viaduct. He asked the MTRCL and the TD whether the arrangement would affect the traffic flow of construction vehicles and private cars on Nga Cheung Road.

81. Mr FUNG Wai-chung responded as follows:

- (i) When implementing traffic diversion measures, the MTRCL would erect signs in accordance with the layout approved by the relevant departments and arrange staff members to drive along the diversion routes to ensure that there were sufficient traffic signs.
- (ii) The design of the directional signs would be simple and clear so as to avoid confusing drivers with too much information.
- (iii) The MTRCL planned to conduct on-site blasting trials at the construction site of the WKT of the XRL at the end of September 2014. Vibration monitoring points were set up at affected housing estates (e.g. the Arch, the Sorrento and the Waterfront) to record the benchmark data of vibration.
- (iv) After the closure of the Lin Cheung Road temporary viaduct, the

MTRCL could arrange construction vehicles to travel via Nga Cheung Road and private cars to use the Nga Cheung Road Flyover to smooth out the traffic on Nga Cheung Road.

82. Ms Lute YIP supplemented that the installation works of the monitoring points for the blasting works had been completed. The MTRCL had also held meetings with the management offices of the Arch, the Sorrento and the Waterfront concurrently to notify them of the relevant arrangements for the blasting works, and ask them to tell residents that they could contact the MTRCL to take photo records of their flat units before the blasting works commenced, if necessary. The MTRCL would continue to follow up on the issue with the relevant management offices.

83. Mr TONG Sze-pang said that vehicles from Austin Station had to travel to Tsim Sha Tsui via Jordan Road instead of the alternative route along Canton Road. However, as there was often traffic congestion in the Jordan Road area, he urged the MTRCL and the TD to consider the traffic conditions at the scene before making arrangements for traffic diversion.

84. The Chairman asked the MTRCL and the TD to note the views of Members and thanked the relevant representatives for joining the discussion of this item.

**Item 5: To Request MTRCL to Install Lifts and Related Indication Signs in MTR Stations in Yau Tsim Mong District
(YTMTTC Paper No. 56/2014)**

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

- (a) Ms Christine YUEN, Senior Transport Officer/Yau Tsim Mong and Mr TSE Chi-wai, Engineer/Mong Kok & Yaumatei of the TD; and
- (b) Ms Lilian YEUNG, Public Relations Manager – External Affairs of the MTRCL.

86. Mr CHAN Wai-keung supplemented the contents of the paper. He said that other than Mong Kok MTR Station, the directional signs in Hung Hom MTR Station guiding passengers to exits on the concourse level, as well as lifts and escalators on the platform were not clear enough. He urged the MTRCL to install clear directional signs in various stations to improve the current situation.

87. Ms Lilian YEUNG responded as below:

- (i) Lifts connecting the concourses and the platforms were provided in MTR stations for use by wheelchair users and people carrying bulky luggage, baby prams and trolleys. Moreover, there was at least one barrier-free access connecting the concourse and the street level in each MTR station. Directional signs were provided on the platforms and in the concourses to indicate lift locations.
- (ii) The lift connecting the platforms and the concourse in Mong Kok MTR

Station was temporarily out of service due to large scale renovation. The works were estimated to be completed by the end of 2014 and passengers in need could seek help from station staff during the course of works.

- (iii) She would relay the views of Councillors on the directional signs in MTR stations to relevant departments to review whether additional signs were needed in stations with higher pedestrian flow or whether the installation locations and directions of signs had to be changed.

88. Mr CHAN Wai-keung would like to know how station staff would assist wheelchair users or passengers carrying bulky luggage to travel between the platforms and the concourse when the lift in Mong Kok MTR Station was temporarily out of service for renovation.

89. Mr YIM Kin-ping said that there should not be too many lifts or wheelchair platform lifts in MTR stations to avoid occupying space on the pedestrian access and causing inconvenience to passengers. He further said that other than adding directional signs in MTR stations, the MTRCL should also display the contact number of station staff or install telecommunication devices near the lifts to facilitate the elderly or wheelchair users to seek help from station staff.

90. The Chairman clarified that the Committee had all along supported policies of integration of the able-bodied and disabled persons, e.g. the Universal Accessibility Programme. He further said that the railway should serve all members of the public and therefore it was necessary to provide suitable access for disabled persons to reach MTR stations.

91. Ms Lilian YEUNG supplemented as below:

- (i) During the course of lift renovation works of Mong Kok MTR Station, people in need, including wheelchair users, could use the pilot service of “Accessible Hire Cars” (“AHC”) jointly operated by the MTRCL and rehabilitation organisations. The AHC would ply between Mong Kok, Yau Ma Tei and Prince Edward MTR stations while passengers could board at exit A1 of Mong Kok MTR Station (i.e. the same location as the lift of the station at street level) and go to specified locations of Yau Ma Tei or Prince Edward MTR Stations, or to travel from those two stations to Mong Kok MTR Station for free. The MTRCL had communicated with groups for disabled persons concerning the relevant arrangement before the lift renovation works commenced. It was learnt that the pilot service of AHC had been operating smoothly since implementation. On the other hand, the MTRC would continue its publicity activities in MTR stations to encourage passengers to allow people in need to use the lift first.
- (ii) Passengers taking the MTR could seek help from station assistants or on-duty staff on platforms when necessary. They could also contact on-duty staff in the station control room directly by using the passenger help line communication devices on platforms.

92. Mr CHAN Wai-keung indicated that Mong Kok MTR Station only had one lift and its service would be suspended during lift failure or maintenance, causing inconvenience to passengers. He asked how MTR staff would help passengers carrying a lot of baggage to access Mong Kok MTR Station. He also wanted to know whether the MTRCL would promise to assist passengers to deliver their baggage to the street level by using escalators or staircases.

93. Mr CHUNG Kong-mo agreed in principle with the suggestions of the paper, saying that it was well aligned with the YTMDC's efforts in urging for the provision of lifts in all MTR stations in YTM District over the years. Apart from that, he also prodded the MTRCL to strengthen dissemination of information on lift maintenance works in MTR stations not only to the organisations for disabled persons but also to the public. As the lift maintenance work might take a long time, he suggested posting notices inside the concerned stations to inform passengers in advance of the period of temporary lift service suspension to facilitate their journey planning.

94. Mr HUI Tak-leung indicated that a resident from Palm Street in Tai Kok Tsui had lodged a complaint through the "Meet the Public Scheme", pointing out that the service suspension of the lift at Mong Kok MTR Station would cause significant inconvenience to disabled persons. He hoped that the lift on the platform of Mong Kok MTR Station could reopen as soon as possible to facilitate disabled persons to access the station. He added that he would write to the MTRCL later to explain the details of the complaint.

95. Ms Lilian YEUNG responded that passengers could seek help from the staff of MTR stations if necessary and the staff would try their best to provide assistance. Moreover, she would relay Councillors' suggestions to colleagues responsible for train operation and information dissemination inside stations and asked them to consider informing passengers of the relevant arrangement in place during lift renovation works at nearby stations in the future so that they could choose to use the station they deemed most convenient.

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

Item 7: Early Provision of Traffic Lights at Junction of Fuk Tsun Street and Lime Street, Tai Kok Tsui to Ensure Safety for Pedestrians Crossing the Road
(YTM TTC Paper No. 58/2014)

97. The Chairman indicated that the written responses of the HKPF and the Urban Renewal Authority ("URA") (Annexes 11 and 12) were distributed by email for Members' reference before the meeting. He then welcomed the following representatives to the meeting:

- (a) Mr Ken Lee, Chief Inspector of Police (Operations) (2) (Mong Kok District) and Mr CHU Chi-kwong, Officer-in-Charge, District Traffic Team (Mong Kok District) of HKPF;

- (b) Mr Tse Chi-wai, Engineer/Mong Kok & Yaumatei of the TD; and
- (c) Mr Eric POON, General Manager, Works & Contracts of URA.

98. Mr LAU Pak-kei said that he would like to make a correction to the following sentence “Several years ago, URA officers had made a report on the Tai Kok Tsui Improvement works” in the paper. The phrase “several years ago” should be “several months ago”. Then he supplemented the contents of the paper and invited the URA to report on the expected commencement and completion dates of the traffic light installation works at Fuk Tsun Street/Lime Street in Tai Kok Tsui.

99. Mr Eric POON reported the progress of the works:

- (i) In mid-2013, the TD agreed to let the URA install four sets of traffic lights, provide four pedestrian crossings and conduct relevant road junction improvement works at Fuk Tsun Street/Lime Street.
- (ii) The works contract had been awarded in February 2014 and the URA had applied for excavation permit in March. To keep the traffic smooth during the implementation of works, several discussions had been conducted between the URA, the Traffic Branch of the HKPF and the TD. After discussion, approval was granted for the URA to commence the civil works for the new traffic lights in November 2014. However, as the temporary traffic control measures for the road improvement works involved 27 processes, it was expected to complete in August 2015.

100. Mr TSE Chi-wai supplemented that the TD had been liaising closely with the URA over the project. After the URA had completed the advance civil works, the TD would install the traffic lights at the said site and the works would last for about three months.

(Mr LAM Kin-man left the meeting at 4:20 p.m.)

101. Mr CHU Chi-kwong responded that the Police had kept an eye on the illegal parking problem at Fuk Tsun Street and would deploy officers to patrol the site from time to time. The people who parked their vehicles illegally at Fuk Tsun Street were mostly shop operators nearby. The Police would continue to strengthen enforcement action at the said location with a view to combating the illegal parking problem.

102. Mr Benjamin CHOI wanted to know whether the TD had approved all the layout plans and details of the works submitted by the URA. He also asked the URA whether there was any difficulty in the implementation of works.

103. Mr LAU Pak-kei quoted the response from the representatives of the URA and the TD that the works taken up by the URA would complete in August 2015 by estimation and the TD had to take another three months for the installation of traffic lights. He wondered whether it meant the whole project could be completed in November 2015. Moreover, he was concerned about the illegal parking problem of

large vehicles at Fuk Tsun Street, pointing out that an accident had happened to an elderly person who tried to cross that road as too many cars had been parking illegally at the roadside then. He requested the Police to strengthen enforcement so as to ensure road safety.

104. Mr Eric POON responded as follows:

- (i) Temporary traffic arrangements involving a total of 27 road excavations would be implemented during the road improvement works for the installation of traffic lights at the junction of Fuk Tsun Street and Lime Street in Tai Kok Tsui. In July 2014, the TD and the Police had approved the first half of the excavation works. The URA would continue to discuss and co-ordinate the arrangement for the latter half of the works with the TD and the Traffic Branch of the HKPF.
- (ii) The URA was responsible for the advance civil works, while the TD would undertake the installation of traffic lights at a later stage. The entire project was expected to be completed in November 2015.

105. Mr TSE Chi-wai supplemented that the URA was applying for an excavation permit for the said works. To facilitate some of the works processes, it was necessary to implement temporary traffic arrangements. The URA had to consult the TD and the Traffic Branch of the HKPF to ensure that the works would not affect the traffic flow along Fuk Tsun Street.

106. Mr CHU Chi-kwong responded that the Police would continue to monitor the traffic condition of Fuk Tsun Street to ensure the safety of road users.

107. Mr Benjamin CHOI pointed out that a lot of elderly persons would make their way across Fuk Tsun Street while many GMB drivers would pick up or drop off passengers there. As the installation of traffic lights at Fuk Tsun Street would enhance the safety of pedestrians crossing the road, he hoped the TD and the URA would complete the works on schedule.

108. Mr HUI Tak-leung recounted that it had taken seven years for the TD to install traffic lights at Canton Road/Shantung Street due to electricity supply and other problems. He requested the TD to install traffic lights at Fuk Tsun Street/ Lime Street on schedule without further delay.

109. The Vice-chairman was pleased to learn that the URA would install traffic lights at the junction of Fuk Tsun Street and Lime Street in Tai Kok Tsui to facilitate the access of elderly persons to the Mongkok Kai-Fong Association Limited ("MKKFA").

(Mr CHOW Chun-fai left the meeting at 4:30 p.m.)

110. Ms KO Po-ling worried that it would be difficult for the Councillor of the concerned constituency to give the residents a convincing explanation on why the traffic lights at Fuk Tsun Street/Lime Street could only come into operation in

November 2015. She urged the URA and the TD to address the pressing need of the public and cut red tape as far as possible to expedite the installation of traffic lights.

111. Mr TSE Chi-wai responded that the contractors engaged by the URA had to consult the TD and the Traffic Branch of the HKPF on the temporary traffic arrangements during the works to ensure that the road improvement works would not affect pedestrians and traffic. He added that the TD would co-ordinate with the URA proactively and install traffic lights at Fuk Tsun Street as soon as possible once the URA had completed the advance civil works.

112. Mr HAU Wing-cheong thanked Mr LAU Pak-kei and Mr Benjamin CHOI for proposing the installation of traffic lights at Fuk Tsun Street. He believed that the facility would be greatly beneficial to the elderly persons going to the MKKFA and the teenagers visiting the Mong Kok District Cultural, Recreational and Sports Association Limited. He hoped that the entire project would be completed no later than November 2015.

113. Mr CHUNG Kong-mo recognised that there were some essential procedures for the approval and implementation of road improvements works. Nevertheless, he hoped that the departments concerned could expedite the processing of such matters to address the pressing need of the public rather than carrying out remedial measures hastily after traffic accidents.

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

115. There being no other business, the Chairman closed the meeting at 4:42 p.m. The next meeting would be held at 2:30 p.m. on 20 November 2014.

Yau Tsim Mong District Council Secretariat
November 2014

**Proposed Amendments for the Draft Minutes of
the 15th Meeting of Traffic and Transport Committee held on 10 July 2014
Yau Tsim Mong District Council (2012-2015)**

The amendments proposed by Mr Derek HUNG were as follows:

Paragraph 45:

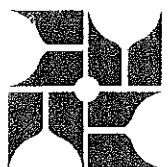
Amend “Mr Derek HUNG quoted the paper Moreover, he requested the MTRCL to proactively maintain close communication with the TTC and related housing estates before blasting works at the rock strata of the WKT were carried out. Prior tests should also be conducted to ensure that the blasting works would not cause adverse impacts on the residential area.”

as “Mr Derek HUNG quoted the paper Moreover, he requested the MTRCL to proactively maintain close communication with the TTC and the related housing estates before carrying out blasting works at the rock strata of the WKT. Building safety inspections should also be conducted for residents in need to ensure that the blasting works would not cause adverse impacts on the residential area.”

Paragraph 52:

Amend “Mr Derek HUNG quoted the MTRCL’s response and pointed out that he supported the arrangement because the temporary closure of the temporary viaduct at Lin Cheung Road northbound would help advance the commissioning of the Austin Road West/Lin Cheung Road underground carriageway by 20 weeks.”

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



油尖旺區議會

YAU TSIM MONG DISTRICT COUNCIL

附件二
Annex 2

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何文田政府合署 5 樓
路政署署長
劉家強先生,JP

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(2714 5216)

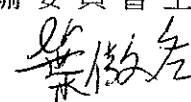
劉先生：

要求在「人人暢道通行計劃」加建的升降機
安裝具錄影功能的閉路電視系統

在油尖旺區議會交通運輸委員會 2014 年 9 月 18 日第十六次會議上，土木工程拓展署(“土拓署”)報告在「人人暢道通行」計劃下為油尖旺區三條行人天橋(結構編號:KF88、KF89 及 KF94)加建升降機的進度。

會上有委員基於保安理由，要求土拓署在該等新建的升降機加設具錄影功能的閉路電視系統，惟該署代表表示，土拓署只可負責安裝有關系統，攝錄的影像須由資料使用部門根據《個人資料(私隱)條例》妥為保存和管理。土拓署在會前亦曾就有關事宜與路政署、運輸署和香港警務處聯絡，三個部門均表示不會負責保存和管理行人天橋升降機閉路電視系統的錄像。

委員經討論後，認為在行人天橋升降機安裝具錄影功能的閉路電視系統，方可有效保障升降機使用者的安全。本人特此致函閣下，冀盼路政署能以利民為原則，認真考慮在上述行人天橋升降機加設攝錄系統後，協助保存和管理閉路電視錄像片段，以助防止和偵查罪案，有效保障公眾安全。

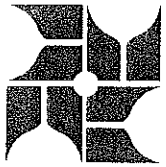
油尖旺區議會
交通運輸委員會主席
葉傲冬 

副本送：

土木工程拓展署署長 (經辦人：陳建光先生) 3968 4288

2014 年 9 月 25 日

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油尖旺區議會

YAU TSIM MONG DISTRICT COUNCIL

附件三
Annex 3

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運輸署署長
楊何蓓茵女士, JP

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何女士：

**要求在「人人暢道通行計劃」加建的升降機
安裝具錄影功能的閉路電視系統**

在油尖旺區議會交通運輸委員會 2014 年 9 月 18 日第十六次會議上，土木工程拓展署(“土拓署”)報告在「人人暢道通行」計劃下為油尖旺區三條行人天橋(結構編號:KF88、KF89 及 KF94)加建升降機的進度。

會上有委員基於保安理由，要求土拓署在該等新建的升降機加設具錄影功能的閉路電視系統，惟該署代表表示，土拓署只可負責安裝有關系統，攝錄的影像須由資料使用部門根據《個人資料(私隱)條例》妥為保存和管理。土拓署在會前亦曾就有關事宜與路政署、運輸署和香港警務處聯絡，三個部門均表示不會負責保存和管理行人天橋升降機閉路電視系統的錄像。

委員經討論後，認為在行人天橋升降機安裝具錄影功能的閉路電視系統，方可有效保障升降機使用者的安全。本人特此致函閣下，冀盼運輸署能以利民為原則，認真考慮在上述行人天橋升降機加設攝錄系統後，協助保存和管理閉路電視錄像片段，以助防止和偵查罪案，有效保障公眾安全。

油尖旺區議會
交通運輸委員會主席

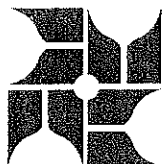
葉傲冬

副本送：

土木工程拓展署署長 (經辦人：陳建光先生) 3968 4288

2014 年 9 月 25 日

九龍聯運街三十號旺角政府合署四樓 電話：2399 2596 圖文傳真：2722 7696
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油尖旺區議會

YAU TSIM MONG DISTRICT COUNCIL

附件四
Annex 4

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九龍旺角
太子道西 142 號
旺角警署
旺角警區指揮官
鍾仕邦總警司

郵寄及傳真
(2397 8819)

鍾先生：

要求在「人人暢道通行計劃」下加建的升降機
安裝具錄影功能的閉路電視系統

在油尖旺區議會交通運輸委員會 2014 年 9 月 18 日第十六次會議上，土木工程拓展署(“土拓署”)報告在「人人暢道通行」計劃下為油尖旺區三條行人天橋(結構編號:KF88、KF89 及 KF94)加建升降機的進度。

會上有委員基於保安理由，要求土拓署在該等新建的升降機加設具錄影功能的閉路電視系統，該署代表表示，土拓署只可負責安裝有關系統，攝錄的影像須由資料使用部門根據《個人資料(私隱)條例》妥為保存和管理。土拓署在會前亦曾就有關事宜與路政署、運輸署和香港警務處聯絡，三個部門均表示不會負責保存和管理行人天橋升降機閉路電視系統的錄像。

委員經討論後，認為在行人天橋升降機安裝具錄影功能的閉路電視系統，方可有效保障升降機使用者的安全。本人特此致函旺角警區，冀盼警方能以利民為原則，認真考慮在上述升降機加設攝錄系統後，協助保存和管理閉路電視錄像片段，以助防止和偵查罪案，有效保障公眾安全。

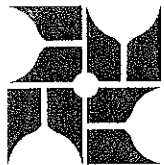
油尖旺區議會
交通運輸委員會主席

葉傲冬

副本送：

土木工程拓展署署長 (經辦人：陳建光先生) 3968 4288

2014 年 9 月 25 日



油尖旺區議會

YAU TSIM MONG DISTRICT COUNCIL

附件五
Annex 5

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傳真：2722 7696

九龍尖沙咀
彌敦道 213 號
尖沙咀警署
油尖警區指揮官
余達松總警司

郵寄及傳真
(2314 8872)

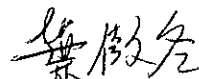
余先生：

要求在「人人暢道通行計劃」下加建的升降機
安裝具錄影功能的閉路電視系統

在油尖旺區議會交通運輸委員會 2014 年 9 月 18 日第十六次會議上，土木工程拓展署(“土拓署”)報告在「人人暢道通行」計劃下為油尖旺區三條行人天橋(結構編號:KF88、KF89 及 KF94)加建升降機的進度。

會上有委員基於保安理由，要求土拓署在該等新建的升降機加設具錄影功能的閉路電視系統，該署代表表示，土拓署只可負責安裝有關系統，攝錄的影像須由資料使用部門根據《個人資料(私隱)條例》妥為保存和管理。土拓署在會前亦曾就有關事宜與路政署、運輸署和香港警務處聯絡，三個部門均表示不會負責保存和管理行人天橋升降機閉路電視系統的錄像。

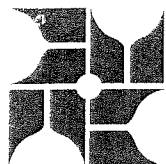
委員經討論後，認為在行人天橋升降機安裝具錄影功能的閉路電視系統，方可有效保障升降機使用者的安全。本人特此致函油尖警區，冀盼警方能以利民為原則，認真考慮在上述升降機加設攝錄系統後，協助保存和管理閉路電視錄像片段，以助防止和偵查罪案，有效保障公眾安全。

油尖旺區議會
交通運輸委員會主席
葉傲冬 

副本送：

土木工程拓展署署長 (經辦人：陳建光先生) 3968 4288

2014 年 9 月 25 日



油尖旺區議會

YAU TSIM MONG DISTRICT COUNCIL

附件六
Annex 6

檔號：() in HAD YTMD C 13-30/2/1 Pt. 63
電話：2399 2567
傳真：2722 7696

油尖旺民政事務處
油尖旺民政事務專員
蔡亮女士, JP

人手派遞及傳真
(2397 3425)

蔡女士：

要求在「人人暢道通行計劃」加建的升降機
安裝具錄影功能的閉路電視系統

在油尖旺區議會交通運輸委員會 2014 年 9 月 18 日第十六次會議上，土木工程拓展署（“土拓署”）報告在「人人暢道通行」計劃下為油尖旺區三條行人天橋（結構編號：KF88、KF89 及 KF94）加建升降機的工程進度。

會上有委員基於保安理由，要求土拓署在該等新建的升降機加設具錄影功能的閉路電視系統，惟該署代表表示，土拓署只可負責安裝有關系統，攝錄的影像須由資料使用部門根據《個人資料（私隱）條例》妥為保存和管理。土拓署在會前亦曾就有關事宜與路政署、運輸署和香港警務處聯絡，三個部門均表示不會負責保存和管理行人天橋升降機閉路電視系統的錄像。

委員經討論後，認為在行人天橋升降機安裝具錄影功能的閉路電視系統，方可有效保障升降機使用者的安全。特此致函閣下，冀盼油尖旺民政事務處以利民為原則，籲請有關部門認真考慮在上述升降機加設攝錄系統後，協助保存和管理閉路電視錄像片段，以助防止和偵查罪案，有效保障公眾安全。

油尖旺區議會
交通運輸委員會主席

葉傲冬

副本送：

土木工程拓展署署長（經辦人：陳建光先生） 3968 4288

2014 年 9 月 25 日

油尖旺民政事務處

九龍聯運街三十號
旺角政府合署六樓



YAU TSIM MONG DISTRICT OFFICE

6/F., MONG KOK GOVERNMENT OFFICES,
30 LUEN WAN STREET, KOWLOON.

附件七
Annex 7

檔案編號: HAD YTMDO /13-35/0

電話 Tel: 2399 2115

傳真 Fax: 2397 3425

九龍聯運街30號
旺角政府合署四樓
油尖旺區議會
交通運輸委員會主席
葉傲冬議員

傳真: 2722 7696

葉議員:

回覆: 要求在「人人暢道通行計劃」加建的升降機
安裝具錄影功能的閉路電視系統

本處已收悉你於9月25日的來信,現謹覆如下。

本處已把你就標題事項的要求轉交運輸署、路政署、油尖警區指揮官及旺角警區指揮官,並促請各部門認真考慮上述建議,而有關部門將會直接給你回覆。

謝謝你對區內事務的關注。

油尖旺民政事務專員

(黃芷君



代行)

副本送:

土木工程拓展署署長 (經辦人: 陳健光先生) 傳真: 3968 4288

2014年10月15日



運輸署

Transport Department

本署檔號 Our Ref: K R 155/251

來函檔號 Your Ref:

電話 Tel: 2399 2509

郵遞及傳真 (2722 7696)

附件八
Annex 8

九龍
聯運街 30 號
旺角政府合署 4 樓
油尖旺區議會交通運輸委員會主席葉傲冬先生

葉主席：

要求在「人人暢道通行計劃」加建的升降機
安裝具錄影功能的閉路電視系統

謝謝你九月二十五日的來信。

運輸署是負責交通運輸事務，有關在行人天橋或行人隧道的升降機內安裝具錄影功能的閉路電視系統應屬保安事宜，須由負責有關保安事宜的政府部門考慮及處理。

運輸署署長

(謝志威 謝志威 代行)

二零一四年十月十七日

副本送：

路政署總工程師/九龍

(傳真: 2758 3394)

警務處 旺角區交通隊主管

土木工程拓展署 工程管理副組長/暢道通行計劃

(傳真: 3968 4288)

工程師/旺角及油麻地

市區(九龍)及新界分區辦事處

Urban (Kln.) & NT Regional Offices

九龍聯運街三十號旺角政府合署七樓及八樓

7th & 8th Floors, Mong Kok Government Offices, 30 Luen Wan Street, Kowloon.

圖文傳真 Fax No.: 2381 3799 (新界區) (NTRO) 2397 8046 (九龍市區) (U(K)RO)

網址 Web Site: <http://www.td.gov.hk>

就黃議員投訴在旺角通菜街違泊一事，旺角警區回覆如下：

警方於二零一三年八月至二零一四年七月期間，向旺角通菜街違泊車輛發出共 一千二百三十一張定額罰款告票。

警方會繼續監察上址違泊情況，並採取適當的執法行動，保持道路暢通。

旺角警區交通隊主管朱志光警署警長

油尖旺區議會

交通運輸委員會2012-2015年度

(第十六次會議)

再次要求：當局嚴肅處理金魚街嚴重違泊情況

答：問題二

有關「店舖阻街」的規管及執法事宜，屋宇署會根據《建築物條例》及現行的僭建物執法政策處理在舖面兩旁或舖頂的伸建物，而舖前佔用政府土地的地台並不受《建築物條例》的規管，屋宇署會將有關舖前地台的舉報個案轉介地政總署跟進。

屋宇署會與各區地政處在處理舖面兩旁及舖頂的僭建伸建物或舖前佔用政府土地的地台的執法行動上互相協調，屋宇署亦會按需要向地政處提供技術意見，亦會視乎情況邀請相關地政處進行聯合執法行動。

屋宇署

二零一四年九月十日

就劉議員及蔡議員建議在大角咀福全街與菩提街路口安裝交通燈一事，旺角警區回覆如下：

旺角警區在二零一四年二月至七月期間，在大角咀福全街與菩提街警方共發出一百八十二張定額罰款告票檢控違泊車輛。

警方會繼續監察有關情況，並採取適當的執法行動，確保道路安全。

旺角警區交通隊主管朱志光警署警長



本函編號: WCD/REVIT/TKT_Phase 3/GC(GOVT)/235577

九龍聯運街三十號
旺角政府合署四樓
油尖旺區議會
交通運輸委員會秘書
(經辦人: 文淑欣女士)

文女士:

關於“保障市民過路安全，盡快於大角咀福全街/菩提街交界安裝交通燈”事宜

多謝油尖旺區議會交通運輸委員會於2014年9月3日之電郵，邀請本局參與第十六次油尖旺區議會交通運輸委員會會議。有關委員提問在大角咀福全街及菩提街交界路口裝設新的交通燈過路處事宜，現謹覆如下。

本局正向相關政府部門申請挖掘馬路路面准許證，由於審批程序涉及多個政府部門，審批時間估計需時最少六個月，預計工程可望今年年底展開。而本局所負責新的交通燈的土木工程部分，大概2015年第三季完成。據了解，有關政府部門將會待本局完成上述土木工程部分後安裝新的交通燈。

本局已就上述提問作出回應，所以不會派員出席會議。如有任何疑問，可於辦公時間內致電 2588 2206 與本人聯絡。

劉佩玲
市區重建局
工程及合約高級經理

2014年9月8日