

LEGISLATIVE COUNCIL PANEL ON TRANSPORT

Outcome of Public Consultation on the Pedestrian Schemes for Causeway Bay, Mong Kok and Tsim Sha Tsui

Introduction

This paper informs Members of the outcome of public consultations with the Wan Chai and Yau Tsim Mong District Councils and the affected residents, shop operators and transport trades on the pedestrian schemes for Causeway Bay, Mong Kok and Tsim Sha Tsui.

Background

2. At the meeting of the LegCo Panel on Transport held on 25 February 2000, the Administration presented the objectives and general concept adopted in devising pedestrian schemes with particular reference to the Causeway Bay scheme as illustration. Members requested the Administration to report back on the outcome of the consultations on the three pedestrian schemes.

Outcome of Consultations

3. The Administration consulted the Wan Chai and Yau Tsim Mong District Councils, the concerned Area Committees, the affected shop operators and residents in Causeway Bay, Mong Kok and Tsim Sha Tsui areas. A full list of the parties consulted is at Annex A.

4. Members of the two District Councils, shop operators and local residents all supported the pedestrian schemes in general. They agreed that the implementation of pedestrian schemes would improve the overall pedestrian environment through beautification of the area and diversion of vehicular traffic from areas of heavy pedestrian activities. By minimising the conflict between pedestrians and vehicular traffic, pedestrian safety would be enhanced.

5. The parties consulted noted that the pleasant environment of the pedestrianised section of Russell Street has attracted more pedestrians and improved the business of the shops in the area. They were hopeful that the proposed pedestrian schemes at Causeway Bay, Tsim Sha Tsui and Mong Kok could be equally successful.

6. While fully supportive of the pedestrian schemes, some urged for closer monitoring of the traffic conditions in the surrounding areas to ensure a smooth traffic flow. On the Causeway Bay scheme, there was some concern over the impact the proposed part-time pedestrianised streets at Lockhart Road, East Point Road and Great George Street might have on traffic flow on Hennessy Road and Percival Street. There were also suggestions to consider further the proposed period of part-time road closure from 12:00 noon to 12:00 midnight for the above streets and Lee Garden Road given the impact this would have on the residents and shop operators. To address these concerns, the Transport Department has devised complementary traffic management measures to facilitate traffic diversion, and revised the period of part-time road closure to 4:00 p.m. to 12:00 midnight.

7. On the Mong Kok scheme, parties consulted supported the scheme but urged for proper management of the pedestrianised streets to guard against illegal shop-front extensions and hawkers. In this regard, relevant departments would step up enforcement action against illegal hawking activities and illegal occupation of footpaths as shop-front extensions when the pedestrian scheme is implemented.

8. On the Tsim Sha Tsui scheme, there was some concern over the reduction in on-street loading/unloading area and the impact the traffic diversion proposals might have on the overall traffic flow in view of the on-going road construction works in the area. To address these concerns, the major traffic diversion proposals would only be implemented after the affected road construction works have been completed. In addition, proper loading bays with clear road markings have been designated in the area for carrying out loading/unloading activities.

9. The Administration has also consulted the bus operators, goods vehicles, public light bus and taxi trades. All were in support of the pedestrian schemes though the green minibus(GMB) trade has expressed some concern over the relocation of a small number of GMB stands.

10. The relocation of GMB stands at Lockhart Road and Jaffee Road has already been implemented without any problem. The GMB operators have, however, urged for further examination of the proposed relocation of the GMB stands at Pak Sha Road and Yun Ping Road in Causeway Bay and the GMB stand at Sai Yeung Choi Street South in Mong Kok.

11. The Transport Department would continue to liaise with the affected GMB operators and identify appropriate places for relocating the GMB stands to tie in with the implementation of the pedestrian schemes.

Transport Bureau

23 June 2000

Summary of Consultations**(A) With District Councils, Local Residents and Shop Operators**

Date	Details
22.2.2000	Wan Chai District Council - on Causeway Bay Phase I Scheme
9.3.2000	Area Committee in Causeway Bay area - on Causeway Bay Phase I Scheme
16.3.2000	Yau Tsim Mong District Council (Traffic and Transport Committee) – on Mong Kok and Tsim Sha Tsui Schemes
17.3.2000	Affected shop operators in Causeway Bay area – on Causeway Bay Phase I Scheme
27.3.2000	Area Committee, affected shop operators and residents in Mong Kok area
27.3.2000	Area Committee, affected shop operators and residents in Tsim Sha Tsui area
8.5.2000 & 31.5.2000	Hong Kong Hotels Association – on Tsim Sha Tsui Scheme
30.5.2000	Wan Chai District Council (Traffic and Transport Committee) – on Causeway Bay Phase II Scheme

(B) With Public Transport Operators

Date	Details
19.12.1999	Bus Operators
21.2.2000	GMB operators in Causeway Bay area
2.3.2000	Goods Vehicles Trade
10.3.2000	GMB operators in Mong Kok and Tsim Sha Tsui area
22.3.2000	GMB Maxicab Operators General Association
5.4.2000	Taxi trade
24.5.2000	GMB Conference
26.5.2000	PLB Trade