

(Translation)

Minutes of the 23rd Meeting of Transport Affairs Committee of
Sham Shui Po District Council (5th Term)

Date: 17 September 2019 (Tuesday)
Time: 9:30 a.m.
Venue: Conference Room, Sham Shui Po District Council

Present

Chairman

Mr CHENG Wing-shun, Vincent, MH, JP

Members

Mr CHAN Kwok-wai (Arrived at 10:10 a.m.)
Mr CHAN Wai-ming, MH, JP
Ms CHAN Wing-yan, Joephy (Arrived at 10 a.m.)
Mr CHEUNG Wing-sum, Ambrose, BBS, MH, JP (Arrived at 10:20 a.m.)
Ms CHOW Wing-heng, Zoé (Arrived at 10:15 a.m.; left at 10:45 a.m.)
Mr CHUM Tak-shing (Arrived at 11:35 a.m.)
Mr HO Kai-ming, Calvin (Arrived at 10 a.m.)
Mr KONG Kwai-sang (Arrived at 10:40 a.m.)
Mr LAM Ka-fai, Aaron, BBS, JP
Ms LAU Pui-yuk, MH
Mr LEE Tsz-king, Dominic
Mr LEE Wing-man, MH (Arrived at 10 a.m.)
Mr LEUNG Man-kwong, MH
Ms NG Mei, Carman
Ms NG Yuet-lan
Mr TAM Kwok-kiu, MH, JP (Arrived at 9:40 a.m.)
Mr WAI Woon-nam
Mr YEUNG Yuk (Arrived at 11 a.m.)
Mr YUEN Hoi-man (Left at 10:35 a.m.)

Co-opted Members

Mr HO Kwan-chau (Arrived at 9:35 a.m.)
Mr LI Chun-hei, Joshua (Arrived at 10 a.m.)
Mr MAK Wai-ming (Arrived at 9:40 a.m.)

In Attendance

Miss MAN Ka-wing, Kelly

Assistant District Officer (Sham Shui Po) 1

Mr WONG Chi-tak, Keith

Senior Transport Officer/Sham Shui Po, Transport
Department

Ms LAW Ming-chu, Cecilia

Engineer/Planning 1, Transport Department

Miss LO Ka-wai, Patsy

Engineer/Sham Shui Po, Transport Department

Mr WOO Ho-nam

Engineer/Kowloon West, Traffic Control Division
(Kowloon Section), Transport Department

Mr YU Chung-him

District Engineer/Sham Shui Po, Highways Department

Secretary

Miss CHUNG Kit-nam, Mandy

Executive Officer (District Council) 3, Sham Shui Po
District Office

Absent

Members

Mr LEUNG Yau-fong

Mr WONG Tat-tung, Dennis, MH, JP

Mr YAN Kai-wing

Opening Remarks

The Chairman welcomed members and representatives of government departments to the twenty-third meeting of the Transport Affairs Committee (“TAC”) of the fifth term Sham Shui Po District Council.

Agenda Item 1: Confirmation of the minutes of the 22nd meeting held on 23 July 2019

2. The Committee confirmed the above minutes.
3. The Chairman said that a request for oral statement had been received from Ms NG Yuet-lan before the meeting. According to Order 29 of the Sham Shui Po District Council Standing Orders (“Standing Orders”), Members could make oral statements. He then said that the statement should not last more than 5 minutes and the content should be related to transport affairs.
4. Ms NG Yuet-lan said that the oral statement would be made in item (d) of matters for discussion.

Agenda Item 2: Matters for discussion

(a) Following up on the consultation of the Study on Enhancing Walkability in Hong Kong by putting forward two proposals to improve the pedestrian facilities in the private residential area of Nam Cheong (TAC Paper 101/19)

5. Mr WAI Woon-nam introduced Paper 101/19.
6. Mr WOO Ho-nam gave a response on the suggestion of extending the duration of the traffic lights for pedestrians at the junction of Cheung Sha Wan Road and Wong Chuk Street: (i) the Transport Department (“TD”) had already sent staff to carry out site inspection; (ii) the crossing was approximately 23 metres long with a safety island provided in the middle. According to general design standards, it only took 15 seconds for the elderly and persons with impaired mobility to walk to the safety island and it took them approximately 26 seconds to cross the entire road section; (iii) during peak hours, the duration of pedestrians crossing the road (including flashing light) at the location concerned was not less than 27 seconds; which was sufficient for pedestrians and persons with impaired mobility to cross the road; (iv) after conducting review, the Department would improve the road junction in 2 phases. In the first phase, the duration of pedestrians crossing the road would be lengthened suitably from 6 a.m. to 8:30 a.m. In the second phase, the duration of pedestrians crossing the road would be lengthened to not less than 29 seconds during peak hours; (v) the improvement works could only be

implemented after the Electrical and Mechanical Services Department (“EMSD”) re-edited the signal programme and replaced the relevant parts. It was expected that this would be completed in December this year; (vi) the Department would keep in view the traffic condition and make suitable adjustment when necessary.

7. Miss Patsy LO gave a response on the suggestion of providing diagonal pedestrian crossings: (i) according to the information of Task Force/Walkability of TD, in general, since diagonal points involved longer distance and it was difficult to provide a pedestrian safety island in the middle of the route, the walking distance of pedestrians would be lengthened substantially. To allow the design of “diagonal cross”, it was necessary to allocate a substantial amount of signal time to pedestrians. This would substantially reduce the time for vehicles to travel, increase the waiting time of various road users, affect the capacity of road junctions and cause traffic congestion; (ii) some pedestrians would have malpractices such as starting to cross the road even when the green light was flashing. If the pedestrian crossing of the above location (i.e. the junction of Nam Cheong Street and Yu Chau Street) had adopted the design of “diagonal cross”, the walking distance between the diagonal points could reach approximately 34 metres. When the flashing green light changed to red light, the above offenders might still be stuck in the middle of the road and find it difficult to return to the pavement. This not only posed threat to their personal safety, but also posed danger to other road users; (iii) based on the above considerations, it was necessary to carefully consider the suggestion of providing the “diagonal-cross” type of pedestrian crossings.

8. Mr WAI Woon-nam raised the following views: (i) he enquired whether the adjustment of the traffic lights concerned would lead to traffic congestion at neighbouring road junctions; (ii) he hoped that the traffic lights along Cheung Sha Wan Road would be coordinated to reduce the waiting time of members of the public crossing the roads; (iii) when pedestrians crossed the crossroads, they would walk diagonally to the diagonal road junctions for the sake of convenience as there was insufficient time to cross the road by using the existing crossings; (iv) he suggested making reference to the design of Japan which provided markings of road crossing on road surface to guide pedestrians to cross the roads diagonally.

9. Ms LAU Pui-yuk raised the following views: (i) she agreed that pedestrians usually crossed the road diagonally at the junction of Nam Cheong Street and Yu Chau Street, the situation was unsatisfactory; (ii) the concept of “walkable city” should give priority to pedestrians. She hoped that new forms of road crossing would be proposed through the scheme concerned to provide residents with convenience and improve the traffic problems of the urban centre of Sham Shui Po; (iii) she suggested providing diagonal pedestrian crossing at the junction of Cheung Sha Wan Road and Yen Chow Street; (iv) large vehicles were usually parked by the roadside at the junction of Apliu

Street and Nam Cheong Street, they blocked the sightlines of pedestrians and imposed danger. She suggested providing a yellow box marking to forbid vehicles to be parked there.

10. Mr LEUNG Man-kwong raised the following views: (i) he had all along suggested TD make reference to the approach of foreign countries on providing diagonal pedestrian crossings and select suitable road junctions in Sham Shui Po District ("SSP District") to conduct studies; (ii) he hoped that TD would make reference to the study results of London and Tokyo and compare them with the statistics of field investigation in Hong Kong to study the feasibility of applying such approach to Hong Kong; (iii) he understood that the Department might be concerned that diagonal crossings would affect the time for vehicles to travel and the situation of pedestrians crossing roads. However, he found it difficult to support the argument without conducting studies and in the absence of relevant statistics.

11. Mr TAM Kwok-kiu raised the following views: (i) the "Consultancy Study on Enhancing Walkability in Hong Kong" was a scheme implemented by the Government, he hoped that the department would relay the district views to relevant units; (ii) he suggested TD create a model for the provision of diagonal pedestrian crossings and use simulation data in explaining the feasibility or limitations of the design; (iii) he hoped that the work on the "Consultancy Study on Enhancing Walkability in Hong Kong" could be expedited.

12. Ms Joephy CHAN raised the following views: (i) after the occurrence of the fatal traffic accident at the crossing at the junction of Cheung Sha Wan Road and Yen Chow Street in 2017, the views of the bus companies and residents had been consulted and they both agreed that diagonal pedestrian crossings could help reducing accidents; (ii) at present, many pedestrians crossed the road there diagonally for the sake of convenience; (iii) she hoped that TD would listen to the public opinions and carry out studies, and implement the measure at the concerned crossroads with heavy pedestrian flow on a trial basis.

13. Miss Patsy LO responded that members' views would be relayed to Task Force/Walkability of the Department for follow-up.

14. The Chairman concluded that: (i) the Department was welcomed to follow upon the matter of traffic lights for pedestrians at the junction of Cheung Sha Wan Road and Wong Chuk Street and it was hoped that the matter would be handled as soon as possible; (ii) it was hoped that the Department would actively study the suggestion of providing diagonal pedestrian crossings at the junction of Nam Cheong Street and Yu Chau Street as well as at the junction of Cheung Sha Wan Road and Yen Chow Street; (iii) the Department was requested to follow up on the views on the "Consultancy Study on

Enhancing Walkability in Hong Kong".

(b) Concern over the illegal parking problem in Sham Shui Po District and request for stepping up efforts to combat illegal parking (TAC Paper 102/19)

15. Ms LAU Pui-yuk introduced Paper 102/19.

16. The Chairman added that traffic accidents had occurred recently at Un Chau Street and Tai Po Road due to vehicle-pedestrian conflicts. He hoped that TD would follow up on that and step up efforts to combat the situation of illegal parking at bus stops.

17. Miss Patsy LO responded that: (i) according to the information of the Transport Complaints Unit of the Transport Advisory Committee, as at July this year, TD had received 94 cases of complaints and suggestions on illegal parking; (ii) with limited land resources in Hong Kong, the Government's current policy on provision of parking spaces was to give priority considerations for and meet the parking demand of commercial vehicles ("CVs"), and to provide an appropriate number of private car parking spaces at the same time under the overall development if possible; (iii) the Department would adopt a series of short, medium and long-term measures to increase the supply of parking spaces subject to the situation of different districts, with a view to alleviating the situation of inadequate parking spaces and reducing the situation of illegal parking; (iv) short-term measures included: providing on-street parking spaces at suitable locations without affecting road safety and other road users, considering designation of vacant space underneath the flyovers as parking spaces, requiring car parks under short-term tenancies to provide not less than a specified number of parking spaces for goods vehicles and coaches, and identifying suitable vacant government lands for use as temporary car parks; (v) medium and long-term measures included: adopting the higher standard of the number of parking spaces under the standards concerning parking spaces in relation to the Hong Kong Planning Standards and Guidelines ("HKPSG") as far as possible, requiring developers to provide an appropriate number of additional public parking spaces, providing public parking spaces in suitable Government, Institution or Community facilities and public open space development projects under the principle of "single site, multiple use" to optimise land use. The Department was conducting the consultancy study on parking for CVs and had launched a pilot scheme to implement the automated parking system; (vi) the owners of private roads were responsible for the management work of the private roads concerned. The Laws of Hong Kong Cap. 374O Road Traffic (Parking on Private Roads) Regulations authorised private road owners to designate "No-Parking Zones" by appropriate traffic signs and/or road markings, and detain or tow away vehicles which were inappropriately parked in these areas; (vii) owners must erect a "Private Road" sign at the entrance of the private road concerned, the relevant sign has already been erected at the location mentioned in the paper; (viii) after receipt of the report

on illegal parking at the bus stop concerned, the Department would pass the report to the Police immediately for follow-up and enforcement actions.

18. Mr WAI Woon-nam raised the following views: (i) it was difficult to identify whether seven-seater vans and goods vans were CVs, he enquired how the Department define that and prioritise the provision of parking spaces; (ii) there were inadequate parking spaces in various districts in Hong Kong, many vehicles were parked on roads with less vehicular flow. He enquired how the Department would handle the matter; (iii) a large number of motorcycles were illegally parked on private roads such as Kim Shin Lane. Vehicles awaiting repair were usually parked at Kiu Yam Street, there were also large vehicles entering and leaving the construction sites nearby. Although a sign has already been erected at Sai Yeung Choi Street North, many vehicles still entered the road; (iv) he suggested the Department and the Police prohibit vehicles of non-residents of the private roads from entering the private roads, or resume the private roads to provide parking meters and take prosecution actions against illegal parking.

19. Mr LEUNG Man-kwong raised the following views: (i) he hoped that the Department would face up to the situation of illegal parking at bus stops. For example, CVs were usually parked at the bus stop at Lai Chi Kok Road towards Mei Foo direction; (ii) there were several vehicles of property agents outside the shopping centre above Nam Cheong Station at Sham Mong Road. The vehicles could not be evicted despite multiple enforcement actions taken by the Police within 1 day, the matter could only be relayed to the property developers; (iii) different government departments should coordinate and explore ways to handle the problem of illegal parking properly.

20. Ms Carman NG raised the following views: (i) traffic congestion might be caused by illegally parked vehicles or government vehicles which were parked by the roadside for a long time. For example, the traffic congestion at Pak Wan Street had once lasted for nearly half an hour due to the serious problem of illegal parking; (ii) if the Police could not send staff to handle immediately, she asked whether TD had the responsibility to handle, and enquired about the cooperation between the Department and the Police; (iii) traffic congestion greatly affected the public and students attending nearby schools.

21. The Chairman asked members to refer to Response Paper 111/19 of the Police Force and raised the following views: (i) the Police had actively combated illegal parking and issued a large number of summonses, yet with limited effectiveness. He opined that TD also had the responsibility to handle the matter; (ii) he hoped that TD would consider improving the traffic at relevant locations and implement specific improvement measures in front of and behind bus stops or at blackspots of illegal parking; (iii) the enforcement actions taken by the Police alone were not enough, he hoped that TD would actively cooperate and take follow-up actions.

22. Miss Patsy LO responded that: (i) the enquiry on parking spaces for CVs would be relayed to relevant units for follow-up; (ii) regarding the situation of vehicles obstructing the stopping activities of buses at bus stops, the Department would consider providing road markings of bus stops if loading/unloading activities were involved; (iii) if road markings of bus stops were already provided on the road surface, the Department would consider extending the markings of bus stops or designating prohibited zones. However, since the provision of road markings of bus stops and prohibited zones would affect the loading/unloading activities of nearby operators, it was necessary to carry out site inspection and studies depending on individual circumstances.

23. Mr TAM Kwok-kiu raised the following views: (i) vehicles were usually parked by the roadside at locations such as Un Chau Street and Castle Peak Road. There would only be 1 lane left when there were loading/unloading activities of goods vehicles; (ii) the Police should designate combating illegal parking as the core work; (iii) the only short-term measure was the enforcement action taken by the Police, he hoped that the Police could deploy manpower to step up efforts to combat illegal parking; (iv) he suggested using administrative measures, for instance sending staff to station at bus stops for law enforcement, in order to carry out vigorous enforcement actions against illegal parking.

24. Mr CHAN Wai-ming raised the following views: (i) the situation of illegal parking had been improved, yet it had been worsening again in recent months at locations such as Un Chau Street, Castle Peak Road and Po On Road near So Uk Estate; (ii) since buses could not stop at bus stops, passengers could only get on and off the buses in the middle lane; (iii) enforcement actions should be taken particularly at blackspots of illegal parking in the short run, more car parks should be built in the long run.

25. Mr Kalvin HO raised the following views: (i) many drivers jumped the light for the sake of convenience, vehicles stopping at the yellow boxes of the junction led to traffic congestion. Blackspots included the junction of Tai Po Road and Nam Cheong Street, the junction of Un Chau Street and Nam Cheong Street, the junction of Wong Chuk Street and Cheung Sha Wan Road, etc., enforcement actions against those acts should be strengthened; (ii) TD had once provided parking meters at the junction of Sai Yeung Choi Street North and Wong Chuk Street. However, since the location concerned was a private road, the owners were responsible for the street management work; (iii) government departments should assist in handling the street management work of private roads.

26. Ms LAU Pui-yuk raised the following views: (i) apart from illegal parking of vehicles, street obstruction by goods would also affect the traffic. For example, traffic accidents would easily occur as the operators in the neighbourhood of Pei Ho Street and

Fuk Wing Street usually placed their goods on the roads; (ii) she hoped that TD and the Food and Environmental Hygiene Department (“FEHD”) would carry out joint operations to combat street obstruction by goods; (iii) she suggested conduct a series of education and publicity works at the blackspots; (iv) she hoped that the Department would assist in repairing private roads and fully consult the views of the owners on the resumption of private roads.

27. Mr Ambrose CHEUNG raised the following views: (i) the situation of illegal parking was serious at Mei Lai Road during night time. Those vehicles were parked until morning, resulting in the vehicles at King Lai Path and Nob Hill not being able to leave Mei Lai Road; (ii) he had relayed the matter to the Police and TD for many times, he hoped that the Departments would pay more attention to the concerned situation.

28. Mr KONG Kwai-sang raised the following views: (i) the situation of illegal parking had been expanded to the neighbourhood of Lei Cheng Uk Estate at the hillside of Cheung Sha Wan; (ii) the situation of illegal parking had been worsening at So Uk Estate Bus Terminus at Kwong Lee Road in recent months, illegally parked vehicles obstructed the road and caused slow traffic movement; (iii) vehicles were usually illegally parked at the bus stop outside the shopping centre of Lei Cheng Uk Estate, he suggested painting yellow lines and requested the Police to strengthen enforcement actions.

29. Ms NG Yuet-lan raised the following views: (i) the situation of illegal parking was serious in recent months. However, the Police had not taken enforcement actions and made the situation worse; (ii) TD should request the Police to continue to conduct traffic control.

30. Miss Patsy LO responded that: (i) the Department was willing to complement the operations of FEHD in order to combat street obstruction by goods; (ii) the owners had to be responsible for the management work on parking of vehicles on private roads, the Code of Practice for Private Roads published by the Department also listed out the details of the practice note and relevant legal provisions.

31. The Chairman concluded that: (i) TD had an undeniable responsibility to handle transport planning matters, provide parking spaces and maintain smooth traffic, the Department was requested to follow up on members’ views; (ii) the Police was requested to follow up on members’ views seriously and take enforcement actions against illegal acts.

(c) Request for improving the design of the water-stop boards at Kwai Chung Road Flyover in Mei Foo (TAC Paper 103/19)

32. Mr Joshua LI introduced Paper 103/19.

33. Mr YU Chung-him responded that: (i) the Structures Maintenance Section (“SMS”) of the Highways Department (“HyD”) had carried out site inspection on 11 September this year; (ii) the Department had included Kwai Chung Road Flyover in the list of drainage for intensive cleansing. Apart from increasing the frequency of cleaning storm drains, the Department would also step up inspection when the Amber and Red Rainstorm Warning Signals were issued to reduce the chance of water accumulation on the flyover deck; (iii) the Department would continue to monitor the contractor’s regular maintenance work for the drainage system of the flyover; (iv) water-stop boards would be installed at the section of Kwai Chung Road Flyover near Lai Wan Market towards the New Territories direction; (v) the Department would keep in view the situation of other locations and step up efforts to clean storm drains.

34. Mr Ambrose CHEUNG raised the following views: (i) the effectiveness of drainage work of Kwai Chung Road Flyover was not satisfactory, he agreed that HyD needed to follow up on the matter actively; (ii) apart from the problems of drainage and water splashing, the situation of water leakage had also occurred on Kwai Chung Road Flyover. The structure of the flyover and the maintenance condition of the joints should be reviewed comprehensively; (iii) he suggested road re-surfacing.

35. Ms NG Yuet-lan raised the following views: (i) Kwai Chung Road Flyover had been built for many years and an aging problem had occurred, she suggested HyD carry out regular inspection; (ii) she understood that it was difficult to repair the whole section of the flyover, yet she hoped that the Department would formulate a maintenance plan with higher inspection frequency.

36. Mr Joshua LI raised the following views: (i) he thanked HyD for following up on the situation of Kwai Chung Road Flyover actively and installing the water-stop boards; (ii) the design of Kwai Chung Road Flyover was rather old, the number of outfalls was insufficient; (iii) the height of water-stop boards above Mei Foo Bus Terminus and Mount Sterling Mall was too low, pedestrians were frequently drenched by the water accumulated on the flyover deck when passing by there; (iv) apart from the joints, the design of the outfalls of the drains for storm water collection was also unsatisfactory, resulting in water leakage of the flyover; (v) he hoped the Department would step up efforts to monitor the condition of the flyover in order to reduce the inconvenience caused to pedestrians beneath the flyover.

37. Mr YU Chung-him responded that: (i) the views on the flyover inspection work would be relayed to SMS for followup; (ii) the flyover had already been included in the list of drainage for intensive cleansing to alleviate the water accumulation problem of the

flyover deck; (iii) the water-stop boards above Mount Sterling Mall were already higher than the bull bars and could not be further elevated; (iv) the Department would step up cleansing work for storm drains of the location concerned.

38. The Chairman requested the Department to take follow-up actions as soon as possible.

(d) Concern over the traffic impact caused by radical protesters' road blockage and destruction of facilities (TAC Paper 104/19)

(e) Concern over the Police attacking members of the public indiscriminately in MTR station Request for reviewing the incidents where rounds of tear gas were fired by the Police on the carriageway in Sham Shui Po (TAC Paper 105/19)

39. The Chairman said that as the issue and discussion item (e) were similar in nature, he suggested the 2 items be discussed together.

40. The Committee agreed with the above arrangement.

41. The Chairman said that he had received Ms NG Yuet-lan's request to make a verbal statement before the meeting. He continued to say that according to Order 29 of the Standing Orders, Members had 5 minutes to make a verbal statement, and the content should be related to transport affairs.

42. Ms NG Yuet-lan read out her verbal statement, and the content was as follows:

“Regarding the incidents that happened over the last 2 months, I would like to strongly condemn the MTR Corporation Limited (“MTRCL”) and its senior officers, including the Secretary for Transport and Housing (“STH”), Mr CHAN Fan, Frank, the Chairman of the board of directors of the MTRCL, Mr AU YEUNG Pak-kuen, Rex, and the Chief Executive Officer of the MTRCL, Dr KAM Chak-pui, Jacob, for allowing the Police to carry out the so-called law enforcement wilfully by entering the MTR stations, causing injuries to passengers, showing disregard for public safety and its responsibility for ensuring a safe railway network. These 3 senior officers have the undeniable responsibility for it. During the execution of duties, the Police, in particular on 31 August at Prince Edward Station, attacked passengers indiscriminately, causing injuries to numerous passengers, and some of them are still unaccounted for. We request the senior officers of the MTRCL to step down and release all CCTV footage as requested, including those of Prince Edward Station and Lai Chi Kok Station. We hope that the truth could be restored and the senior officers of the MTRCL could attach importance to public safety so that citizens could enter and leave the MTR stations safely.”

43. Mr CHAN Wai-ming introduced Paper 104/19.

44. Mr Joshua LI introduced Paper 105/19.

45. The Chairman said that the Secretariat had invited the representatives of the Hong Kong Police Force and MTRCL to attend the meeting, but they all replied that they could not send staff to the meeting. He then asked member to refer to Response Paper 112/19 by MTRCL.

46. Mr YU Chung-him responded as follows: (i) the total area of paving blocks being damaged in the past 3 months was 5 square meters. HyD had completed all the repair works; (ii) the total length of railings being removed during the same period was 925 meters, the Department would put up orange plastic tapes at the corresponding locations temporarily for the purpose of alerting road users; (iii) it was anticipated that all temporary measures would be completed by the end of this month.

47. Mr WOO Ho-nam responded as follows: (i) 30 sets of traffic lights in the district had been vandalised and could not function at all due to recent public activities; (ii) at present, all traffic lights had resumed normal operation; (iii) TD would continue to monitor the operation of traffic lights and strengthen the maintenance work so that traffic lights being vandalised would resume normal operation as soon as possible.

48. Mr WAI Woon-nam raised the following views: (i) protestors did not vandalise street lamps, railings and turnstiles in MTR stations; (ii) he was dissatisfied with the handling approach of the Government; (iii) the Police and MTRCL did not send staff to attend the meeting, and no one could relay the views expressed.

49. Ms LAU Pui-yuk raised the following views: (i) protest activities had caused serious traffic congestion in the vicinity of Yen Chow Street many times in recent months, and people returning home at night were particularly affected; (ii) these gathering activities also created noise nuisance, causing inconvenience to nearby residents; (iii) she agreed that lawful protest activities could be conducted, but they should not affect people's lives and traffic; (iv) she supported the Police's efforts in restoring road safety, however, she opined that the approach of the Police could be improved; (v) after discussing with residents, the Police said that the firing of tear gas at inner streets would be avoided as far as possible; (vi) she hoped that HyD could repair railings as soon as possible.

50. Mr Ambrose CHEUNG raised the following views: (i) he enquired about the number of railings being removed; (ii) different information about the incidents that happened in recent months was being circulated in the community, he hoped that the contents of speeches delivered by members could be substantiated by facts.

51. Ms NG Yuet-lan raised the following views: (i) she was dissatisfied and angry with the handling approach of the Government; (ii) she was puzzled that traffic lights would stop working at the same time all of a sudden; (iii) she did not support the actions taken by the Police and opined that the Police had too much power.

52. Mr CHAN Wai-ming raised the following views: (i) he understood that different people had different interpretation of the information received, but he hoped that people could make reasonable analysis before making judgment; (ii) large-scale social gatherings were held in the district from time to time in recent months. Many sets of traffic lights had stopped working after being vandalised on or after 11 August, and the situation of pedestrians and vehicles competing for road space could be found in thoroughfares; (iii) he thanked the departments for following up on the issues within a short period of time and opined that they should continue to monitor the traffic condition so as to minimise the impact on the public; (iv) he hoped that all parties could protect public safety first before taking any actions.

53. Mr KONG Kwai-sang raised the following views: (i) the Police had already taken actions before the public activities caused chaos on 11 August this year; (ii) he opined that the approach taken by the Police was inappropriate and had incited people's emotions; (iii) the public had lost trust in the practice of the Police; (iv) he hoped that police officers could control their emotions.

54. Mr Kalvin HO raised the following views: (i) MTRCL adopted double standards in its practice, the incident of train derailment was regarded as causing a "service interruption", while turnstiles being vandalised were regarded as "serious incidents"; (ii) the Police also adopted double standards in law enforcement; (iii) the public had lost trust in the Police. He opined that the current mechanism could not solve the existing problems; (iv) he opined that Hong Kong had been facing livelihood issues, for example, the disparity between the rich and the poor, standard working hours had not been introduced, housing problem, etc.

55. Mr YEUNG Yuk raised the following views: (i) people's level of distrust in the Police had increased significantly; (ii) some police officers disguised as protesters, and some masked men also claimed to be police officers. It was hard for the public to differentiate and thus there was no mutual trust in society; (iii) the impact on traffic was caused by MTRCL, the Government and the Police.

56. Mr Joshua LI raised the following views: (i) the focuses of discussion items (d) and (e) were not exactly the same, as the former talked about inanimate objects while the latter was about personal safety; (ii) the Police was requested to provide a written reply on the guidelines on the firing of tear gas canisters and explain whether it could fire tear gas

on the streets near residential buildings without any warnings; (iii) he enquired how MTRCL would ensure the safety of passengers, how MTRCL would determine whether it was necessary for the Police to enter the stations to carry out appropriate law enforcement actions, and an emergency guidelines on treating passengers with injuries should be provided by MTRCL; (iv) he requested MTRCL to explain why it let the Police take over the stations and that stations would be closed at any time without providing any means of transportation to passengers; (v) he requested that all CCTV footage of Lai Chi Kok Station, Yau Ma Tei Station and Prince Edward Station on 31 August should be disclosed; (vi) he requested that the management of MTRCL, including STH, Mr Frank CHAN, the Chairman of the board of directors of the MTRCL, Mr Rex AU YEUNG and the Chief Executive Officer of the MTRCL, Dr Jacob KAM, should be held accountable and step down.

57. Ms Carman NG raised the following enquiries: (i) traffic lights had all stopped working the following day after the Sham Shui Po march, but no traffic lights were vandalised. She enquired whether TD had switched off the traffic lights; (ii) she enquired about the progress of repairing traffic lights. She did not see any repair works being carried out that day.

58. Mr TAM Kwok-kiu raised the following views: (i) the Police had admitted that some police officers disguised as protestors, but there was no guarantee that these officers would not commit violent acts; (ii) he opined that violence had to be stopped, government officials should be held accountable and the truth had to be revealed for Hong Kong to restart again; (iii) people from different political camps should think about how to find the way out; (iv) he hoped that “Hong Kong people administering Hong Kong and a high degree of autonomy” could be implemented.

59. Mr MAK Wai-ming raised the following views: (i) Members of the pro-democracy camp were all dissatisfied with the practice of the Police, but the pro-establishment Members did not express any condemnation against the Police; (ii) Ms LAU Pui-yuk pointed out that the Police had agreed to minimise the use of tear gas, but it was not the case; (iii) he hoped that the pro-establishment Members could get to know the situation at the scene through live broadcasts; (iv) he hoped that government officials and civil servants could execute their duties by following procedures; (v) he enquired whether HyD had arranged railings along the roads be removed extensively before the Sham Shui Po march on 11 August. He also pointed out that the progress of repair works was too slow.

60. Ms LAU Pui-yuk clarified that after the firing of tear gas at Apliu Street by the Police, she had met with the Police together with some residents. At that time, the Police responded that it would try its best to improve the handling of public activities at inner

streets.

61. Mr YU Chung-him responded as follows: (i) the total length of railings being removed was 925 meters; (ii) after discussing with TD, the Department would prioritise the repair works for repairing railings, those located at important road junctions and pedestrian crossings would be reinstalled first; (iii) since a large number of railings were removed during the protest activities in different districts across the territory, it took time to order the replacement. The Department would determine the priority for installing railings according to the actual situation.

62. Mr WOO Ho-nam responded as follows: (i) when circuit abnormalities were detected by the protective device of the power supply of the traffic lights, the power supply would be cut off immediately; (ii) the whole set of traffic lights would be affected when cables of individual traffic lights were cut; (iii) after detecting traffic lights had stopped working, TD would send staff under safe conditions for inspection and repair; (iv) when traffic lights were not working properly, the Department would appeal to the public to take extra care when crossing the road, pay attention to their safety and try to make use of the footbridges and subways nearby; (v) drivers should pay extra attention when driving past the road junctions concerned, observe the traffic directions nearby, and drive with patience and utmost care; (vi) the Department would try to resume normal operation of the road junctions affected as soon as possible.

63. Mr TAM Kwok-kiu added that he was concerned about the indiscriminate arrests by the Police and hoped that they could stop arbitrary arrests.

64. Ms NG Yuet-lan raised the following views: (i) if any damage to a traffic light would lead to malfunctioning of the whole set of traffic lights, traffic accidents would easily happen; (ii) she opined that TD's explanation was unreasonable; (iii) there was a growing distrust in the Government among members of the public.

65. Mr Calvin HO raised the following views: (i) the growing grievances in the society were caused by social injustice, the lopsidedness of systems, collusion between the Government and the business sector, and the Government's refusal to respond to the demands of society; (ii) he enquired about the details of the traffic lights being vandalised on 11 August, including the locations, components involved and the degree of damage to the traffic lights, etc., and whether they were being switched off deliberately.

66. Mr WAI Woon-nam raised the following views: (i) he opined that the petrol bombs were hurled by undercover police officers; (ii) he strongly condemned the Police and MTRCL for their actions, and requested the Commissioner of Police and STH to step down.

67. Mr MAK Wai-ming said that HyD should have storage rooms for railings being removed and did not need to order replacement.

68. Mr YU Chung-him responded as follows: (i) most of the railings being removed during the protest activities could not be located or reused due to damage, and thus it was necessary to order new replacement; (ii) more details could be obtained from the maintenance section of the Department.

69. Mr WOO Ho-nam responded as follows: (i) the types of damage to traffic lights included being blackened, cutting of cables, or components being damaged; (ii) questions about the circuit operation of traffic lights could only be answered after consulting EMSD.

70. Mr Kalvin HO asked TD to explain the reasons for the malfunction of traffic lights.

71. Ms Carman NG raised the following views: (i) she hoped that EMSD could give an account of the malfunction of traffic lights; (ii) TD was requested to provide the locations and situation of the traffic lights which were damaged.

72. The Chairman concluded that: (i) TD was requested to provide a written reply; (ii) the Secretariat was asked to send the minutes of meeting to the Police and MTRCL.

[Post-meeting note: TD had provided supplementary documents on the traffic lights being damaged in SSP District, please refer to TAC Paper 116/19.]

Agenda Item 3: Follow-up matters

(a) List of follow-up actions for matters of discussion at TAC meeting (TAC Paper 106/19)

73. Ms Carman NG raised the following views: (i) the lift of footbridge No. KF97 under the Universal Accessibility Programme (“UAP”) did not install air-conditioner, and residents reflected that it was stuffy in the lift. She hoped that the Department could address the problem; (ii) she enquired why there was always a delay in the lift works, and requested HyD to monitor the works closely.

74. Mr KONG Kwai-sang enquired about the progress on the redevelopment works of So Uk Estate Bus Terminus, and requested for details.

75. Ms Joephy CHAN raised the following views: (i) there were serious delays in the lift works under UAP; (ii) she enquired whether there was a mechanism in the contracts

which contractors would be punished for works delay; (iii) the lift works for footbridge No. KF69 had not yet completed, she requested the department to follow up on it.

76. Mr YEUNG Yuk raised the following views: (i) the situation of lost trips was serious for bus route numbers 701 and 702 of New World First Bus (“NWFB”), and the buses did not always run as scheduled; (ii) NWFB explained that the situation was due to shortage of staff. He enquired whether TD had ascertained the actual situation, and how it would handle the problem.

77. Mr Joshua LI enquired about the progress on the investigation works for footbridge No. KF115.

78. Mr YU Chung-him responded as follows: (i) he would relay the enquiries on UAP to the section concerned for follow-up action; (ii) the temporary traffic diversion plan for the redevelopment of So UK Estate Bus Terminus had been completed, and the Department was now waiting for the bus companies to relocate the kiosk and service box.

79. Mr Keith WONG responded as follows: (i) shortage of staff could not be used as the reason for lost trips and not providing services as scheduled; (ii) it was noted that the bus company had implemented measures to maintain enough manpower for service provision, such as increasing the salary and providing more benefits to bus captains; (iii) the Department would conduct a survey on bus frequency in order to understand the actual services provided; (iv) the Department would reflect the problem concerned to the bus companies.

80. Ms Carman NG enquired about HyD’s tender requirement for the lift works of footbridge and opined that the ventilation system for the new model of lifts was undesirable.

81. Mr YU Chung-him responded that the section concerned would be asked to examine the ventilation system of lifts.

(b) Project items and schedules of district traffic improvement works completed, under construction or under planning within the past two months by Transport Department/Highways Department (TAC Paper 107/19)

82. The Committee noted and endorsed the above report.

Agenda Item 4: Report from Working Groups under the Committee

(a) Report from the Non-Standing Working Group on Barrier Free Transport-related Facilities (TAC Paper 108/19)

83. The Committee noted and endorsed the above report.

Agenda Item 5: Any other business

(a) Funding applications to the Non-Standing Working Group on Barrier Free Transport-related Facilities

84. The Chairman reminded that members should declare interests according to the Standing Orders. Members should declare interests to the Committee if they had connections with applicant organisations for record purpose. He continued to ask members to consider the funding application for the Hong Kong Citizens Ltd to organise the “Community Participation Scheme for the installation of audio device at car park” (Paper 90/19), and the amount was \$22,000. He asked members to declare interests.

85. The above funding application was endorsed unanimously by the Committee.

86. The Chairman asked members to consider the funding application for the People Service Centre Limited to organise the “Building a barrier-free community: a study on the installation of audio device at the car park of Mei Leong House in Shek Kip Mei Estate” (Paper 109/19), and the amount was \$98,000; he asked members to declare interests.

87. The above funding application was endorsed unanimously by the Committee.

(b) Funding applications to the Working Group on Public Transport Services

88. The Chairman asked members to consider the funding application for the Road Safety Campaign Committee Shamshuipo District to organise the “Sham Shui Po District Road Safety Publicity Campaign” (Paper 110/19), and the amount was \$76,800; he asked members to declare interests.

89. The above funding application was endorsed unanimously by the Committee.

90. Members did not raise any other business.

91. The Chairman said that it was the last TAC meeting of DC in this term. He thanked the representatives of various government departments and Members for their participation and support in the last 4 years.

92. The meeting ended at 12:20 p.m.

District Council Secretariat
Sham Shui Po District Office
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