

(Translation)

Minutes of the 3rd Meeting of the Planning Development and Transport Affairs Committee
of Sham Shui Po District Council (6th Term)

Date : 28 May 2020 (Thursday)
Time : 9:30 a.m.
Venue : Conference Room, Sham Shui Po District Council

Present

Chairman

Ms CHOW Wing-heng, Zoé

Members

Ms CHAU Yuen-man, Eunice

Mr CHUM Tak-shing (Arrived at 11:40 a.m.)

Mr HO Kai-ming, Calvin (Left at 10:30 a.m.)

Mr HO Kwan-chau, Leo (Left at 2:30 p.m.)

Mr KONG Kwai-sang (Arrived at 10:15 a.m.)

Mr LAO Ka-hang, Andy (Arrived at 9:34 a.m.; left at 1:30 p.m.)

Ms LAU Pui-yuk, MH

Mr LEE Hon-ting, Howard

Mr LEE Man-ho, Leos (Arrived at 1 p.m.)

Mr LI Chun-hei, Joshua

Mr LI Kwing, Richard

Mr LI Ting-fung, Jay

Mr MAK Wai-ming (Arrived at 9:40 a.m.)

Ms NG Mei, Carman (Arrived at 11:20 a.m.)

Ms NG Yuet-lan, Janet

Mr SIN Kam-ho, Jeffrey

Mr TAM Kwok-kiu, MH, JP

Mr TSUI Yat-hin, Ronald (Arrived at 10:15 a.m.)

Mr WAI Woon-nam

Mr WONG Kit-long (Arrived at 9:45 a.m.)

Mr YEUNG Yuk

Mr YUEN Hoi-man, Ramon

Co-opted Members

Ms LAM Tsz-kwan

Ms LIN Wai-kwan

(Left at 2:50 p.m.)

Mr TANG Siu-kei, John

(Left at 2:50 p.m.)

Ms YU Hoi-yan

In Attendance

Mr LEE Wai-yin, Brett

Assistant District Officer (Sham Shui Po) 1

Ms FUNG Chi-wai, Katy

Senior Town Planner/Sham Shui Po, Planning Department

Mr WONG Chi-tak, Keith

Senior Transport Officer/Sham Shui Po, Transport Department

Mr KWOK Yue-fung, Samuel

Senior Transport Officer/Events & Projects, Transport Department

Mr WONG Siu-man, Simon

Senior Engineer/Kowloon District West, Transport Department

Ms LAW Ming-chu, Cecilia

Engineer/Planning 1, Transport Department

Miss LO Ka-wai, Patsy

Engineer/Sham Shui Po, Transport Department

Mr LEE Kwan-hon, Ricky

District Engineer/Lai Chi Kok, Highways Department

Mr YU Chung-him

District Engineer/Sham Shui Po, Highways Department

Mr AU YEUNG Wai-sun

Neighbourhood Police Co-ordinator, Police Community Relations Office, Sham Shui Po District, Hong Kong Police Force

Mr WAN Chi-pui

District Operation Officer, Sham Shui Po District, Hong Kong Police Force

Mr NG Chi-sing

Officer in-charge of District Traffic Team, Sham Shui Po District, Hong Kong Police Force

Mr TONG Ka-keung

Property Service Manager/Service (Kowloon West and Sai Kung) 2, Housing Department

Ms HO Suet-leung, Stella

Senior Estate Surveyor/Sham Shui Po (District Lands Office, Kowloon West), Lands Department

Ms LEUNG Wai-ling, Betty

Assistant District Social Welfare Officer (Sham Shui Po) 2, Social Welfare Department

Miss CHEUNG Fung-heung

Acting Chief Health Inspector (Sham Shui Po), Food and Environmental Hygiene Department

Mr YAN Tsz-ching

Acting Chief Health Inspector (Sham Shui Po), Food and Environmental Hygiene Department

Mr LEUNG Chi-ho

Senior Health Inspector (Sham Shui Po), Food and Environmental Hygiene Department

Mr Brian YEUNG

Operations Officer (LCK Depot), Kowloon Motor Bus Company (1933) Limited

Ms Peggy WONG	Assistant Manager (Planning and Development), Kowloon Motor Bus Company (1933) Limited
Mr Ken WONG	Manager (Operations), Kowloon Motor Bus Company (1933) Limited
Ms Rennis LIP	Senior Officer, Corporate Communications and Public Affairs Department (Public Affairs), Kowloon Motor Bus Company (1933) Limited
Mr KO Tin-lai, Anthony	Assistant Public Relations Manager, External Affairs, MTR Corporation Limited
Mr Bryce WONG	Senior Operations Officer, New World First Bus Services Limited
Mr PANG Chun-ho	Planning Officer, Citybus Limited/New World First Bus Services Limited

Secretary

Miss CHUNG Kit-nam, Mandy	Executive Officer (District Council) 3, Sham Shui Po District Office
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Absent

Member

Mr YAN Kai-wing

Opening Remarks

The Chairman welcomed members and representatives of government departments to the third meeting of the Planning Development and Transport Affairs Committee (“PTAC”) of the sixth term of the Sham Shui Po District Council (“SSPDC”).

Agenda Item 1: Confirmation of minutes of the 2nd meeting held on 12 March 2020

2. The Committee confirmed the above minutes.

Agenda Item 2: Matters for discussion

(a) Demolition of Cheong San Lane Footbridge (PTAC Paper 24/20)

3. Ms Cecilia LAW introduced Paper 24/20.
4. Mr WAI Woon-nam raised the following views: (i) he welcomed the demolition of Cheong San Lane Footbridge and hoped that the works would be carried out as soon as possible; (ii) he suggested that the land be used for constructing modular housing or opened to nearby residents for leisure use.
5. Mr John TANG raised the following views: (i) he agreed with the implementation of the works; (ii) he enquired about the number of parking spaces in the smart car park nearby and its operator.
6. Mr TAM Kwok-kiu raised the following views: (i) he complimented the Government on listening to the Council’s view of demolishing Cheong San Lane Footbridge; (ii) he hoped that the works to demolish idle facilities this time could be set as an example, changing the “development initiated” handling method used by the Government all along; (iii) he had once suggested including the land into the community modular housing scheme in the vicinity. If there was progress with the demolition works, the Hong Kong Council of Social Service, who was responsible for the scheme, should be notified as early as possible.
7. Ms LAU Pui-yuk raised the following views: (i) she agreed with the demolition of Cheong San Lane Footbridge; (ii) she hoped that the demolition works and the works to construct transitional housing in the vicinity could be carried out together so as to reduce the impact on residents; (iii) she enquired about the development plan of the land.
8. Mr YEUNG Yuk raised the following views: (i) he suggested that the slip road of West Kowloon Corridor at that location (“the down ramp”) be demolished at the same time

to reduce the impact on residents; (ii) he was concerned about the development of the land and hoped that the use of it would be optimised.

9. Mr WONG Kit-long raised the following views: (i) he supported the demolition works; (ii) he enquired whether electricity and security measures would be provided as usual before the commencement of the works; (iii) the demolition of Cheong San Lane Footbridge was different from the development projects in the vicinity. He suggested consolidating the projects to avoid them being carried out one after another.

10. Mr Ramon YUEN raised the following views: (i) many demolition projects in the district were still waiting to be implemented but the future uses of the lands concerned were yet to be decided, e.g. Cheung Sha Wan Cooked Food Market; (ii) he enquired about the Government's mechanism for handling works of similar nature and hoped that the demolition and development process could be sped up.

11. Ms Janet NG requested departments to provide works and planning schedules as well stating the use of that location clearly.

12. Mr Simon WONG responded as follows: (i) the Transport Department ("TD") was mainly responsible for the traffic management of pedestrian facilities. After knowing the Council's views and recognising that there was no actual need for Cheong San Lane Footbridge, TD decided to demolish the footbridge; (ii) the land released by the demolition of Cheong San Lane Footbridge would be passed to relevant departments for follow up; (iii) it was preliminarily estimated that the proposed automatic car park in Yen Chow Street West could provide about 200 parking spaces, and the actual figure would depend on the design of the car park. TD was conducting the technical feasibility study and creating the preliminary design with the Architectural Services Department ("ArchSD") and would report to the Council in a timely manner if there was any progress; (iv) the Department would also demolish the down ramp of West Kowloon Corridor that did not have actual use anymore and was conducting the preliminary study; (v) Cheong San Lane Footbridge would continue to be closed and the Department would explore the electricity arrangements for the pre-demolition period with the Highways Department ("HyD"); (vi) it was estimated that the demolition works would commence by the first quarter of next year and last for about eight months.

13. Ms Katy FUNG responded as follows: (i) the land of Cheong San Lane Footbridge was zoned for use as open space, while some of the land in the vicinity would be used for constructing transitional housing; (ii) the land of the spiral-shaped ramp near Tung Chau Street could be used as open space in terms of planning and could be developed together with transitional housing. Members' suggestions would be conveyed to the Transport and Housing Bureau ("THB"); (iii) after the end of the transitional housing scheme, the land

should still be used as open space for enjoyment by nearby residents. The ground floor of the proposed automatic car park in the vicinity would also be used as open space; (iv) the land of Cheung Sha Wan Cooked Food Market was zoned for use as open space with the hope of providing local open spaces in that neighbourhood for enjoyment by people in the industrial and trading areas nearby; (v) the development of open space remained to be arranged by the Leisure and Cultural Services Department (“LCSD”).

[Post-meeting note: THB’s replies to members’ suggestions were explained by the Planning Department (“PlanD”) in the list of follow-up actions for matters of discussion at PTAC meeting.]

14. Mr Jay LI raised the following views: (i) he appreciated TD’s decision to demolish the footbridge; (ii) he enquired about the management of the footbridge before the commencement of the works.

15. Mr Simon WONG responded that TD would continue to close off Cheong San Lane Footbridge before the commencement of the demolition works.

16. Ms Janet NG enquired whether TD would report the works progress regularly to the Committee.

17. Mr Simon WONG responded that works progress of all projects would be reported to the Council in a timely manner.

18. The Chairman concluded as follows: (i) TD was requested to closely monitor the works progress to avoid delay; (ii) it was hoped that in the development planning of the land in future, proposed development projects in the vicinity could be consolidated so that works could be carried out simultaneously.

(b) Temporary bus service arrangements for the lift retrofitting works at Exit A of Mei Foo MTR Station (PTAC Paper 23/20)

19. Mr Keith WONG introduced Paper 23/20.

20. Mr Anthony KO said that MTR Corporation Limited (“MTR”) hoped that the works could commence as soon as possible and would try its best to reduce the impact of the works on the community, with the aim of providing one more barrier-free facility to the community.

21. Mr Ken WONG added that after the bus stops were relocated, outdoor staff would be sent to the scene to maintain order and the operation concerned would be reviewed.

22. Ms Eunice CHAU raised the following views: (i) the addition of an elevator at Exit A of Mei Foo MTR Station was long awaited by the public; (ii) the works, proposed in August last year, still had not commenced at the moment. She enquired about the work done by TD in between.

23. Mr WONG Kit-long raised the following views: (i) the affected bus stops were mostly of Tsuen Kwai Tsing routes and more passengers would wait for buses there; (ii) he suggested that the bus stops of Tsuen Kwai Tsing routes and that of route number 33A be swapped so as to provide more queueing space and avoid disorder.

24. Mr YEUNG Yuk suggested relocating the terminus of route number 38A to the reclamation area.

25. Ms Janet NG raised the following views: (i) the completion of the works to add an elevator at Exit A of Mei Foo MTR Station was long awaited by residents; (ii) she enquired whether a barrier-free passage would be available at that location to connecting Mei Foo Sun Chuen with bus stops.

26. Mr Joshua LI raised the following views: (i) it was still unknown when the works would commence, while residents had a pressing need for the elevator; (ii) he requested MTR to commence the works as soon as possible and hoped that relevant departments would provide cooperation.

27. Mr Keith WONG responded as follows: (i) apart from briefing the Committee about the works, MTR had also submitted a traffic assessment report to TD; (ii) TD had the responsibility to review the contents of the report so as to alleviate the impacts of the works on passengers and other road users; (iii) TD found that there was room for further improvements in the traffic assessment report, e.g. the relocated bus terminus needed to be away from emergency vehicular access, queueing space for passengers at en route stops needed to be increased, waiting areas of people with disabilities needed to be relocated, etc.; (iv) TD had put forward the proposed amendments in this paper; (v) after hearing the views of the District Council Members and the Committee members, TD would vet the application concerned as quickly as possible; (vi) TD would have discussions with Members about including the views on the barrier-free passage into the traffic assessment report; (vii) the suggestion of extending the service of route number 38A to the reclamation area would be passed to the Bus Development Division for consideration.

28. Mr Ken WONG responded as follows: (i) as the temporary bus stop of route number 33A would be closer to a pedestrian crossing, routes with less waiting passengers would be arranged to have stops there; (ii) sufficient queueing lines would be drawn on the ground to instruct passengers to queue up in an orderly manner.

29. Mr Anthony KO responded as follows: (i) MTR hoped that the works on the elevator could commence as soon as possible; (ii) residents' need for addition of an elevator at Exit A of Mei Foo MTR Station was understood; (iii) contracts had been awarded to the works contractors and the preliminary work concerned, including investigation of the ground and the underground pipeline facilities, had been completed; (iv) MTR had studied the preliminary works proposal and the traffic impact assessment with relevant departments and transportation organisations; (v) MTR was studying how to implement the works proposal smoothly in the actual works site; (vi) the contractors had started the design work concerning temporary traffic management measures and underground excavation support works and were applying for the required permits and licences for the works.

30. Mr Joshua LI raised the following views: (i) he understood the views of departments and Members on the temporary traffic arrangements; (ii) he hoped that the Kowloon Motor Bus ("KMB") could enhance the arrangements for changing the queueing locations; (iii) he reiterated the request for implementing the works as scheduled.

31. Ms Eunice CHAU hoped that TD would provide relevant schedules for the works and traffic changes.

32. Ms Janet NG raised the following enquiries: (i) whether changes to the bus stops would be made and the works on the elevator would commence immediately after the paper was endorsed by the Council; (ii) whether a barrier-free passage could be provided.

33. Mr Keith WONG responded as follows: (i) TD would study whether to include the suggestion about the barrier-free passage into the traffic assessment report with Members and MTR; (ii) after this Council paper was endorsed and the traffic assessment report concerned was approved, MTR and the bus company could begin their work.

34. The Chairman concluded as follows: (i) the Committee hoped that MTR could commence the works as soon as possible and implement as scheduled; (ii) TD and KMB were requested to follow up members' views.

(c) Request for resuming the land of the Police Sports & Recreation Club for rezoning (PTAC Paper 25/20)

(d) No information available for discussion and lack of consultation Follow up on the paper of "Request for resuming the land of the Police Sports & Recreation Club for rezoning" (PTAC Paper 26/20)

35. The Chairman said that since this item and item (d) of matters for discussion were similar in nature, she suggested the two items be discussed together. She said that item (c)

had been discussed at the third meeting of the Sham Shui Po District Council on 28 April this year, and was suggested at the meeting that the item being discussed by PTAC.

36. The Committee agreed with the above arrangement.

37. Mr Jay LI introduced Paper 26/20 and requested the Police to provide a written response.

38. Ms Katy FUNG introduced Response Paper 47/20.

39. Mr Jay LI raised the following views: (i) the provision of district open spaces in Cheung Sha Wan Outline Zoning Plan (“OZP”) was not enough and could not satisfy the needs from the private building areas in Sham Shui Po District (“SSP District”); (ii) no information was available on the usage of the facilities in the Police Sports & Recreation Club (“PSRC”) and it was uncertain whether they were used for sports and recreational purposes; (iii) the request of increasing the supply of sports and recreational facilities should be put forward by LCSD; (iv) the current land use should be discussed openly so as to solve the shortages of community facilities; (v) there were also shortages of community care facilities and secondary school classrooms in Cheung Sha Wan OZP.

40. Ms LAM Tsz-kwan raised the following enquiries: (i) Cheung Sha Wan OZP covered the most densely populated areas in the district. She enquired how PlanD would tackle the shortages of district open spaces; (ii) she enquired about the distribution and locations of the planned district open spaces; (iii) she enquired whether a mechanism was available to allow the public to participate in land planning; (iv) the renovation fees of PSRC would be included in the works fees of the MTR Shatin to Central Link for in-situ rebuilding of the Police Officers’ Club in Causeway Bay, while the cost figures and plans of works were not made public. She enquired what channels the public could use to request relevant information from THB.

41. Mr John TANG raised the following views: (i) he did not agree with the provision of leisure facilities to police officers for their exclusive use; (ii) he enquired whether PSRC was required to comply with specified land conditions and pay Government rent; (iii) he enquired whether the Police used PSRC for purposes other than sports and recreational purposes.

42. Ms Janet NG said that she did not agree with the provision of leisure facilities to only police officers, among all civil servants, for their exclusive use as well as the use of public money to pay for the renovation and operational fees.

43. Mr Ramon YUEN raised the following views: (i) he supported resuming PSRC and changing it into facilities that served the public, including social welfare facilities; (ii) he enquired whether the social welfare facilities to be built were included in the figures on those that were planned to provide. He opined that there were shortages in the supply of facilities in the district; (iii) there was already the Disciplined Services Sports and Recreation Club and therefore a club for the exclusive use of police officers should not be provided anymore.

44. Ms LIN Wai-kwan raised the following views: (i) she requested that the usage rate of PSRC be provided; (ii) the provision of district open spaces in Cheung Sha Wan was not enough. She enquired in what circumstances the Police would consider opening some of the PSRC facilities for public use.

45. Ms Katy FUNG responded as follows: (i) district open spaces included active leisure facilities, which covered relatively more types of facilities and larger areas; (ii) when deciding the supply of district open spaces, the whole district would be taken into consideration and there was no shortages in SSP District for the time being; (iii) the planned district open spaces in Cheung Sha Wan OZP were mainly the lands of the temporary poultry market and Wang Cheong Factory Estate; (iv) the supply of secondary school classrooms was considered on a territory basis and the supply in SSP District could cope with the planned population demand; (v) the planning standards of social welfare facilities were established according to the studies of the Social Welfare Department (“SWD”), which was a long-term goal. Regarding the provision of social welfare facilities, if suitable lands were identified in future developments, SWD would be consulted; (vi) if a construction project was entirely for government facilities, including public housing projects, departments would put forward their own requests for facilities; (vii) PlanD could take a coordination role in private development projects to help developers and SWD discuss the feasibility of including social welfare facilities in the projects and show relevant requests in land leases as far as possible.

46. Mr WAN Chi-pui responded as follows: (i) there were no shortages in the planning of recreational facilities including district open spaces, local open spaces, sports centres, sports ground, etc. in SSP District; (ii) THB had given responses to enquiries about PSRC to the Legislative Council in December last year; (iii) PSRC was not managed by the SSP police district.

47. Mr John TANG raised the following views: (i) there was an internal task force in the Police to handle matters related to PSRC and it should be able to answer members’ enquiries; (ii) he enquired about the differences between PSRC and the Police Officers’ Club.

48. Ms LAM Tsz-kwan raised the following views: (i) she requested the Police to respond to the enquiry about the task force responsible for handling matters related to PSRC; (ii) she enquired again what channels the public could use to request information about the renovation works of PSRC.

49. Ms Katy FUNG gave a supplementary response saying that PlanD did not have information about the land conditions of PSRC.

50. Mr WAN Chi-pui responded as follows: (i) matters related to PSRC were handled by Personnel Wing of the Police headquarters; (ii) PSRC was a welfare facility used by all current and retired police officers, their family members and civilian staff.

51. Ms LIN Wai-kwan enquired whether PlanD had information about the granting of the land of PSRC.

52. Ms Katy FUNG responded that enquiries about land conditions could be made to the Police and the Lands Department (“LandsD”).

53. Mr Jay LI requested that the discussion about this item be continued.

54. Ms LAM Tsz-kwan requested that the channels for making enquiries to THB be provided.

55. Assistant District Officer 1 responded that enquiries could be made to relevant departments if necessary.

56. The Chairman asked members to vote on the motion in Paper 26/20 which was moved by Mr Jay LI and seconded by Mr KONG Kwai-sang. It read as follows:

“This Committee requests that the land of the Police Sports & Recreation Club be resumed for rezoning, including (a) redeveloping the club facilities building into a multi-purpose service centre for ethnic minorities and having it operated by non-government organisations; (b) opening the spaces or facilities outside the club including the swimming pool, the bowling green, the large lawn, etc., for public use, or rezoning the spaces concerned to other uses so as to optimise the use of resources to satisfy community needs.”

57. The Committee voted on the motion in Paper 26/20 by open ballot and the voting result was as follows:

For: Ms Zoé CHOW, Mr YEUNG Yuk, Mr Joshua LI,
Ms Eunice CHAU, Mr KONG Kwai-sang, Mr Andy LAO,
Mr Howard LEE, Mr Richard LI, Mr Jay LI, Mr MAK Wai-ming,
Mr Jeffrey SIN, Mr Ronald TSUI, Mr WONG Kit-long,
Mr Ramon YUEN, Ms YU Hoi-yan, Ms LIN Wai-kwan (16)

Against: (0)

Abstain: Mr John TANG (1)

58. The Secretary announced the voting result: 16 members voted for it, no member voted against it and 1 member abstained.

59. The Chairman declared that the above motion was carried. She then concluded that as departments were unable to respond to all the enquiries, it was hoped that they could provide relevant supplementary information after the meeting and the discussion would continue at the next meeting.

(e) Follow up on the latest progress of the provision of public facilities and future land use in Sham Shui Po District (PTAC Paper 27/20)

60. Mr Ramon YUEN introduced Paper 27/20, and raised the following views on the written responses of various departments: (i) he expressed concern over the progress of the technical study on the development of potential sites in North West Tsing Yi; (ii) some private developments in the district involved the provision of community facilities, the requirements concerned should be stipulated in the terms of land exchange; (iii) developers revised or even cancelled projects from time to time. For example, Feoso Oil had withdrawn an application for a project earlier; the relevant mechanism was too simple.

61. Ms LAM Tsz-kwan declared interests, stating that the written response of PlanD mentioned the company to which she belonged.

62. The Chairman added the following regarding the papers: (i) the progress of the study on potential sites in North West Tsing Yi was slow; (ii) the redevelopment project of Yuen Fat Godown/Kerry Warehouse had been revised for many times, while the works had not commenced yet. She urged the Department to monitor the developers more effectively. Besides, she said that the Secretariat had invited the representatives of LCSD, the Department of Health (“DH”), the Hospital Authority (“HA”), the Civil Engineering and Development Department (“CEDD”), the Government Property Agency (“GPA”), the Agriculture, Fisheries and Conservation Department (“AFCD”) and ArchSD to attend the

meeting, yet the parties concerned had replied that they could not send staff to attend the meeting due to other commitments. DH had replied that the general out-patient clinic of the Joint-user Government Office Building in Cheung Sha Wan was under HA's purview, the Department did not own any facility in the building. She then asked members to refer to Response Paper 41/20 of LCSD, Response Paper 42/20 of HA, Response Paper 44/20 of AFCD, Response Paper 48/20 of GPA and Response Paper 53/20 of CEDD.

63. Ms Betty LEUNG introduced Response Paper 43/20.

64. Miss CHEUNG Fung-heung introduced Response Paper 40/20.

65. Ms Katy FUNG introduced Response Paper 45/20, and added as follows: (i) for planning applications involving community facilities, after the Town Planning Board ("TPB") approved the applications, it was necessary to submit an application to LandsD for revision of land lease concerning the approved development; (ii) upon receipt of applications for revision of land lease, LandsD would consult the views of relevant departments; (iii) PlanD would give advice on the community facilities of the approved development and suggest LandsD consult relevant departments for incorporation into the land lease covenants.

66. Ms Cecilia LAW introduced Response Paper 46/20.

67. Mr TONG Ka-keung responded as follows: (i) Hoi Tat Estate would be completed in three phases; (ii) Sham Mong Road Playground was a project of the first phase. The works had commenced in the fourth quarter of 2016 and completed in 2019, it was expected that the playground would be open in the second quarter of 2020; (iii) the cultural building with Sham Shui Po Library and Sham Shui Po Sports Centre, as well as the social welfare facilities block were projects of the first phase. The works had commenced in the fourth quarter of 2016 and had originally been scheduled for completion in the third quarter of 2020, the latest expected date of completion would be the fourth quarter of 2020. The date of commencement of operation would be notified by relevant departments; (iv) Hoi Tat Estate Market was a project of the second phase. The works had commenced in the first quarter of 2018 and had originally been scheduled for completion in the first quarter of 2021, the latest expected date of completion would be the second quarter of 2021. The market would be operated under a single-operator arrangement, it was expected that a tender exercise would be conducted in the second quarter of 2021; (v) Hoi Tat Estate large-scale bus terminus was a project of the third phase. The works had commenced in the fourth quarter of 2018 and had originally been scheduled for completion in the first quarter of 2022, the latest expected date of completion would be the second quarter of 2022. TD said that if the acceptance work of various departments went smoothly, the bus terminus could commence operation within three months after the completion in general.

68. Ms Janet NG raised the following views: (i) the response on the development of the site at Po Lun Street did not provide the completion date of the study; (ii) she requested the departments to set out a list of reports on the progress of various projects, for instance the progress of the studies, the condition of various types of project facilities, the construction period, etc.; (iii) she hoped to continue to follow up on the development plan of the district.

69. Mr Ramon YUEN raised the following views: (i) he agreed to continue to follow up on the items on the list; (ii) he requested SWD to provide the figures on the supply of various types of child care services; (iii) Cheung Sha Wan Cooked Food Market would be used as open space in the future, he enquired about LCSD's planning of the site concerned; (iv) he enquired about the information about planning applications and the procedures for cancelling the applications, in particular the situation of the project of Feoso Oil; (v) he enquired about the completion date of the technical study on potential sites in North West Tsing Yi carried out by CEDD.

70. Mr WONG Kit-long raised the following views: (i) he hoped that GPA would provide a more concrete date of completion of the works for the Treasury Building; (ii) he agreed to continue to follow up on the items on the list to monitor the works progress; (iii) he hoped that the Housing Department ("HD") would closely monitor the works progress of various facilities of Hoi Tat Estate to ensure that there were sufficient ancillary facilities when residents moved in.

71. Mr Jeffrey SIN raised the following views: (i) large works vehicles travelled frequently via Lai Ying Street and illegally parked at there, making buses not able to make a U-turn. He enquired about the development of the construction site at the dead end of that road; (ii) he enquired whether there would be a large car park in the vicinity of Lai Ying Street to meet the demand of private housing estates and hotels to be constructed in the future.

72. The Chairman said that residents of "Four Little Dragons" expressed concern over the relocation date of the wholesale poultry market, hoping that there would be more open space in the district after the relocation as soon as possible.

73. Ms Stella HO introduced Response Paper 54/20.

74. Ms Katy FUNG responded as follows: (i) the planning application in respect of the development project of the land of Feoso Oil had been approved in 2017, the validity period of the planning permission concerned was four years from the date of approval. Upon the expiry of the planning permission, the applicant was required to submit a fresh planning application to TPB if the applicant wished to carry out the development of 2017. The Town Planning Ordinance allowed applicants to submit applications to TPB for

extension of time for commencement of the project, yet no such application had been received for the time being; (ii) the construction site at the roundabout at Lai Ying Street was zoned for use as primary school, it was necessary to enquire of the Education Bureau (“EDB”) about the information related to the works; (iii) there was no land suitable for use as car park in the vicinity of Lai Ying Street for the time being.

75. Mr TONG Ka-keung responded that after the completion of the works, HD would hand over the facilities concerned to the respective departments for use.

76. Ms Stella HO responded as follows: (i) after TPB had approved the project of Feoso Oil, the developer had submitted an application to LandsD for land exchange. However, the Department had been notified by the developer last year that the application concerned had been cancelled; (ii) the owner could use the land concerned for purposes allowed by the existing land lease.

77. Ms Betty LEUNG responded as follows: (i) SWD was carrying out advanced preparation work for the social welfare facilities of Hoi Tat Estate, including carrying out site inspection on premises, identifying suitable operators, etc.; (ii) non-governmental organisations (“NGOs”) could take over the venues and carry out renovation works only upon receipt of the occupation permit; (iii) it was expected that some facilities could commence operation in the third quarter of 2021 the earliest, yet time was required for renovation works for some accommodation facilities to be carried out; (iv) child care services generally referred to services provided to children aged two to six. According to the current planning, the Treasury Building and the development project of Cheung Shun Street would provide 200 additional quotas for child care centre service.

78. Ms Carman NG enquired when the site for primary school in the vicinity of Hoi Lok Court had been planned and whether the site would be used for reprovisioning of school campus.

79. Mr Jeffrey SIN said that regarding the response of LandsD, he enquired whether the Chinese Temple under short-term tenancy No. KX2113 referred to the location between Mei Kwai House and Mei Cheong House.

80. Ms Stella HO said that the location mentioned by Mr Jeffrey SIN should be correct.

81. Ms Katy FUNG responded as follows: (i) the site for primary school in the vicinity of Hoi Lok Court had been planned together with the public housing and the harbourfront comprehensive development area in 2013; (ii) it was necessary to enquire EDB of the information about the school campus.

82. Ms Carman NG raised the following views: (i) the site for school had not been developed since 2013 until then; (ii) priority should be accorded to using the site for reprovisioning of matchbox-style schools and the matter should be followed up proactively.

83. Ms Janet NG raised the following views: (i) a number of improvement works had been carried out in two primary school campuses at Kwong Lee Road, she hoped that the departments would assist in carry out reprovisioning; (ii) DC's views should be relayed when the departments communicated with each other; (iii) school information should be disseminated as early as possible so that the parents could prepare for that.

84. The Chairman said that the site at Lai Ying Street had already been zoned as a site for primary school, it would be more appropriate to discuss the matter at the Community Affairs Committee. She then concluded as follows: (i) it was suggested that the Committee would continue to follow up on the items on the list; (ii) it was hoped that the departments would update the information in a timely manner and provide clear and accurate information.

(f) Request for addressing the noise problem caused by illegal car racing and modified vehicles (PTAC Paper 28/20)

(g) Residential buildings were built next to highway, making it hard for residents to fall asleep at night Concern over the traffic noise along the West Kowloon Highway and request for retrofitting noise mitigation measures (PTAC Paper 29/20)

85. The Chairman said that since this issue and item (g) of matters for discussion were similar in nature, she suggested the two items of matters for discussion be discussed together.

86. The Committee agreed with the above arrangement.

87. Mr Joshua LI introduced Paper 28/20.

88. The Chairman introduced Paper 29/20.

89. Mr WAN Chi-pui introduced Response Paper 49/20, and added that it was equally important to educate the drivers about road safety.

90. Mr Ricky LEE responded as follows: (i) installation of noise barriers was under the purview of the Environmental Protection Department ("EPD"), EPD had already stated in Response Paper 39/20 that it was not necessary to install noise barriers; (ii) HyD would

ensure that the road surface was properly maintained to reduce the noise created when vehicles travelled on roads.

91. Mr Ramon YUEN raised the following views: (i) he hoped that the working groups would utilise resources to assist in recording information about illegally-modified vehicles; (ii) illegal car racing frequently took place before, during and after holidays, yet it was found that enforcement actions had not been strengthened during those periods; (iii) he asked whether the average speed camera system of West Kowloon Corridor had already been implemented and enquired about its effectiveness; (iv) when vetting town planning applications, PlanD would require the developers to submit an environmental impact assessment report and require acoustic windows to be installed in flats with noise level exceeding the standard. He enquired whether the noise level would be measured again after the completion of the housing estates. If the noise level exceeded the standard, he enquired whether follow-up actions would be taken or the developers would be required to provide improvement measures.

92. Ms LIN Wai-kwan raised the following views: (i) the representatives of the Police had said at the last meeting that enforcement actions against illegal car racing would be strengthened. She enquired about the enforcement figures for the period of time between the two meetings and asked whether enforcement actions had been taken during the time periods proposed by members; (ii) she enquired whether people participating in illegal car racing would be required to receive driving improvement education.

93. Mr YEUNG Yuk raised the following views: (i) he expressed strong concern over the situation of illegal car racing; (ii) the enforcement figures of the past three years were decreasing year after year, yet the noise nuisance had not been alleviated; (iii) the Police should not combat illegal car racing leniently for the reason that the situation was not urgent; (iv) he enquired of the Police about the enforcement figures in April. He requested the Police to report the figures every two months and divide the statistics into the figure on illegal car racing and that on illegally-modified vehicles; (v) he enquired about the figure on cases of illegally-modified vehicles which were referred by the Police to TD for follow up.

94. Mr Ronald TSUI raised the following views: (i) the Police had adequate ability to conduct traffic control on highways, for instance setting up roadblocks; (ii) he suggested taking enforcement actions and conducting stop checks on vehicles of illegal car racing at the location of upstream of West Kowloon Corridor near Mei Foo; (iii) the noise nuisance of West Kowloon Corridor would also affect the West Kowloon Law Courts Building nearby.

95. Mr Jay LI raised the following views: (i) during midnight, vehicles frequently travelled at high speed on the flyover at the junction of Cheung Sha Wan Road and Boundary Street; (ii) he enquired about the criteria for installing soundproofing facilities in old areas.

96. Mr MAK Wai-ming raised the following enquiries: (i) he enquired about the number of “Defective Vehicle Report Forms” received by TD and the follow-up work concerned; (ii) he asked whether the Police would prosecute the vehicle owners or the drivers if the Police found illegally-modified vehicles or speeding vehicles; (iii) he enquired whether a heavier penalty would be imposed for multiple conviction of relevant offences.

97. Ms Carman NG raised the following enquiries: (i) a large number of complaints about illegal car racing at Lung Cheung Road had been received during the Easter holiday, she enquired whether the situation was more serious in April; (ii) apart from enforcement actions, she enquired about other measures of the departments on alleviating noise nuisance.

98. Mr Joshua LI raised the following views: (i) the decrease in enforcement figures worsened the situation since the offenders were not worried about being prosecuted; (ii) more than 10 vehicles travelled at high speed on highways during each car race; (iii) he requested TD to explain the report procedures or provide other effective ways to combat illegal car racing; (iv) he hoped that the resources of the Council could be used for implementing measures against illegal car racing.

99. The Chairman raised the following views: (i) she believed that the Police had the ability to handle the situation of illegal car racing; (ii) apart from enforcement actions, TD also had the responsibility to prevent vehicles from generating noise at source; (iii) noise barriers could not be installed at West Kowloon Highway, the departments should provide other feasible ways to reduce the noise on highways as well.

100. Mr WAN Chi-pui responded as follows: (i) the Enforcement and Control Division of the Police was solely responsible for combating illegal car racing; (ii) the Police would carry out more operations during weekends and before holidays, it was estimated that the number of enforcement actions in 2020 would be similar to that in 2018; (iii) regarding members’ suggestion of conducting stop checks on vehicles at the upstream of highways, this approach could only identify illegally-modified vehicles since illegal car racing might not take place at that road section; (iv) when carrying out enforcement actions, it was necessary to take into account the safety of law enforcement officers and vehicles on roads. Due attention must be paid as West Kowloon Corridor was rather narrow; (v) if the illegally-modified vehicles being intercepted might seriously affect road safety, towing vehicles would be arranged immediately. Summonses would be issued to non-serious

cases and the vehicles would be examined by TD's Vehicle Examiners; (vi) the Police would prosecute the owners of illegally-modified vehicles in accordance with the Road Traffic (Construction and Maintenance of Vehicles) Regulations (Cap. 374A), the maximum amount of fine for each modified vehicle was approximately \$20,000; (vii) members' views would be relayed to the Enforcement and Control Division of the Kowloon West Regional Headquarters; (viii) the situation of illegal car racing should be reduced through enforcement, education and road works.

101. Ms Cecilia LAW responded as follows: (i) vehicles might generate noise due to various reasons, cases involving speeding would be handled by the Police; (ii) another source of noise was illegally-modified vehicles which did not comply with certain requirements including the Noise Control (Motor Vehicles) Regulation (Cap. 400I) and the Road Traffic (Construction and Maintenance of Vehicles) Regulations; (iii) before issuing a valid vehicle licence, TD required each vehicle seeking first registration to comply with the above requirements, obtain the noise emission approval from EPD and comply with the stipulated noise emission standards. Upon registration, a vehicle must undergo annual vehicle examination as necessary pursuant to the Road Traffic Ordinance (Cap. 374) and its subsidiary regulations (including Cap. 374A) to ensure that its construction and mechanical operation were in compliance with statutory requirements and to ascertain its roadworthiness. A vehicle would not pass the vehicle examination if the following problems were found: protrusion of exhaust pipes from the vehicle body, gas leakage, defects in or missing of silencer or exhaust pipes, etc.; (iv) apart from submitting a "Defective Vehicle Report Form", the public could also call 2707 4188 to report suspected defective vehicles to the Vehicle Inspection Office (Defective Vehicles) of TD; (v) bad driving habits such as revving the engine arbitrarily or abrupt acceleration would also result in noise generated by vehicles; (vi) TD was studying the "average speed camera system" to measure whether vehicles travelled at average speed. The Department had originally planned to implement the system in the third quarter of last year and carry out testing in the first quarter of this year. However, the schedule was delayed due to the epidemic of the corona disease 2019. The installation works could commence within this year and road testing could be conducted next year; (vii) a preliminary testing would be conducted at West Kowloon Corridor, the Department might consider extending the testing to other road sections including West Kowloon Highway in the future.

102. Mr Ricky LEE responded as follows: (i) HyD would ensure that the road surface was properly maintained to avoid causing noise nuisance; (ii) low-noise materials had been used for resurfacing the relevant road sections.

103. Ms Katy FUNG responded as follows: (i) EPD would be consulted on the environmental impact assessment reports submitted with the planning applications.

Members could enquire of EPD about the follow-up work after the completion of the projects; (ii) it was necessary to enquire of EPD about the arrangement for noise reduction.

104. Mr CHUM Tak-shing raised the following views: (i) he hoped that the Police would provide the enforcement figures regularly; (ii) he expressed concern over the deployment of manpower of the Police for combating illegal car racing, the Police should provide the Committee with an explanation; (iii) most of the illegal car racing activities involved gambling. The problem should be tackled at source; this would be more effective than setting up roadblocks frequently.

105. Ms LIN Wai-kwan hoped that the Police would handle members' requests seriously, consolidate and provide the statistics properly.

106. Mr MAK Wai-ming raised the following views: (i) he enquired about the figure on reports from members of the public on defective vehicles; (ii) he enquired whether TD would prosecute the owners of illegally-modified vehicles in accordance with the Road Traffic (Construction and Maintenance of Vehicles) Regulations (Cap. 374A); (iii) roadblocks could only strengthen the deterrent effect, the number of illegally-modified vehicles should be reduced at source; (iv) he enquired how members of the public could identify illegally-modified vehicles in order to make reports, he also asked whether there was room for improvement in the report mechanism; (v) the noise generated by an illegally-modified vehicle was the loudest when it accelerated from a stationary state, this situation was commonly found at traffic lights near the residential areas.

107. Mr WONG Kit-long raised the following views: (i) the situation of illegally-modified vehicles was more serious than illegal car racing, the vehicles would generate loud noise even if they travelled at normal speed; (ii) he hoped that TD would provide clear guidelines on making reports since reporting illegally-modified vehicles was more effective in reducing traffic noise than setting up roadblocks.

108. The Chairman raised the following views: (i) residents living near highways were beset by the noise nuisance, yet there was no effective improvement measure; (ii) she hoped that the departments would assist in improving the situation proactively.

109. Mr WAN Chi-pui responded as follows: (i) the Police did not have any information showing that illegal car racing activities involved gambling, it would pay attention to relevant situation; (ii) if members hoped to know more about the work of the Enforcement and Control Division, he would attempt to invite the division to attend the meeting; (iii) the Police would carry out large-scale operations from time to time, including using a number of unmarked police vehicles; (iv) members' concerns over West Kowloon Corridor would be relayed to the Enforcement and Control Division.

110. Ms Cecilia LAW responded as follows: (i) the Noise Control (Motor Vehicles) Regulation (Cap. 400I) required a vehicle to meet the specified noise emission standards and obtain the approval from EPD during its first registration; (ii) the Road Traffic (Construction and Maintenance of Vehicles) Regulations required a vehicle to be installed with silencer. The silencer should be maintained in good and efficient condition and should not be altered or replaced; (iii) the Road Traffic Ordinance (Cap. 374) and the Road Traffic (Construction and Maintenance of Vehicles) Regulations (Cap. 374A) required a vehicle to undergo annual examination to ensure that there was no missing of exhaust pipes in the vehicle; (iv) members of the public could make reports through report forms, by phone or writing to TD.

111. The Chairman concluded as follows: (i) the matter of utilising the resources of the Council for reducing traffic noise would be followed up by the Working Group on Public Transport Services (“WGPTS”); (ii) the Police was requested to step up efforts in combating illegal car racing, TD could prevent the problem of traffic noise at source; (iii) it was hoped that the relevant division of the Police could report to the Committee directly in the future; (iv) the Committee would continue to express concern over the situation of traffic noise and relevant facilities in the district.

112. Mr MAK Wai-ming hoped that TD would provide the figures on the reports on illegally-modified vehicles and successful prosecutions. He also hoped that the statistics on the vehicle age of the vehicles being prosecuted could be provided.

[Post-meeting note: TD submitted a supplementary document vide PTAC Paper 57/20.]

(h) Request for improving the transport and community facilities of Hoi Ying Estate and Hoi Lok Court (PTAC Paper 30/20)

113. Mr Ronald TSUI introduced Paper 30/20.

114. Mr Samuel KWOK responded as follows: (i) currently, two bus routes and one minibus route provided Hoi Ying Estate and Hoi Lok Court with public transport services travelling directly between Mong Kok, Kowloon East as well as Tseung Kwan O and MTR Lai Chi Kok Station; (ii) residents could also walk for approximately 10 minutes to Hoi Lai Estate or Sham Mong Road Temporary Bus Terminus to take other bus routes, or walk for five minutes to MTR Nam Cheong Station to interchange with MTR and travel to various districts; (iii) TD was closely monitoring the transport services in Hoi Ying Estate and Hoi Lok Court, the existing public transport services had already met the residents’ needs; (iv) since the works for the public transport interchange of Pak Tin Estate had not yet been completed, the date of commencement of operation of New World First Bus (“NWFB”) route number 702B would also be adjusted; (v) the Department noted other suggestions in

the paper, it would continue to keep in view the change of travelling demands of residents and enhance the public transport services for the district in a timely manner.

115. Mr PANG Chun-ho responded as follows: (i) bus route number 702B served the completed new housing estates in the new reclamation area and Pak Tin Estate; (ii) the date of commencement of operation of the route was subject to the progress of the redevelopment works for Pak Tin Estate. Upon the completion of the public transport interchange there, the bus route would commence operation as soon as possible; (iii) the bus company had followed up with TD on the preliminary work for commencement of operation of the bus route.

116. Mr Jeffrey SIN raised the following views: (i) vehicles were often parked illegally on the footpath at Lai Ying Street, he enquired whether railings could be installed by the side of the road; (ii) it was learnt that the construction site at the roundabout of the dead end of Lai Ying Street was reserved for construction of a primary school, but the construction works had not yet commenced. He enquired whether the site could be used as a temporary car park; (iii) after the completion of Hoi Tat Estate and the nearby hotels, the burden on traffic flow would be heavy at the location concerned; (iv) he enquired whether there was a footbridge in Hoi Lok Court for connecting V Walk; (v) he enquired how much time was required for bus route number 702B to commence operation after the completion of the public transport interchange of Pak Tin Estate.

117. Mr YEUNG Yuk raised the following views: (i) Hoi Ying Estate and Hoi Lok Court had been completed for more than one year, yet the traffic design could not meet the demand of the population; (ii) since Pak Tin Estate Bus Terminus had not yet been completed, bus route number 702B could not commence operation even until then; (iii) he suggested considering other locations as the temporary bus terminus of bus route number 702B, for instance Tai Hang Tung Estate, Chak On Estate, etc.; (iv) the traffic condition of Lai Ying Street was not satisfactory. The situation of illegal parking was serious and buses were unable to make a U-turn due to insufficient space; (v) he suggested providing a road junction at Lai Ying Street towards the direction of the roundabout. He also agreed that the construction site there could be used as a temporary car park.

118. Ms Carman NG raised the following views: (i) the date of commencement of operation of bus route number 702B had been further delayed, this matter should not wait until the completion of Pak Tin Estate Bus Terminus. Instead, an alternative location to be used as the terminus should be identified; (ii) the intake of Hoi Ying Estate and Hoi Lok Court had commenced few months ago. However, the modes of transport were insufficient and the location was distant from the nearby railway stations or other bus stops;

(iii) the matter of ancillary transport facilities should be handled before the completion of new housing estates in order to facilitate residents' access.

119. Mr Joshua LI raised the following views: (i) bus route number 702B had originally been scheduled for commencement of operation in 2018; (ii) bus route number 702B was a circular route. If Pak Tin Estate could not be used as the terminus, Hoi Ying Estate could be used as the terminus instead; (iii) there was a lack of transport modes travelling from Hoi Ying Estate and Hoi Lok Court to the urban centre of SSP, the ancillary transport facilities were in acute shortage; (iv) the operation hours of bus route number 702B should cover the morning and evening peak hours.

120. Mr TAM Kwok-kiu raised the following views: (i) the design of Hoi Ying Estate and Hoi Lok Court did not take into account the traffic demands; (ii) ancillary facilities such as cycling tracks should be incorporated into the waterfront development so that residents could use bicycle as a mode of transport; (iii) regarding bus routes, top priority should be given to meeting the passengers' needs and this should not be subject to the availability of bus stops; (iv) transitional measures, for instance using other bus termini, should be implemented so that bus route number 702B could commence operation as soon as possible.

121. The Chairman raised the following views: (i) it was inconvenient to travel to and from Hoi Ying Estate and Hoi Lok Court; (ii) she enquired when the railings would be installed at Lai Ying Street; (iii) many members of the public needed to travel to SSP to go to work or school, yet there was no other mode of transport except by walking; (iv) bus route number 702B should commence operation as soon as possible; (v) the frequency of minibus route number 44 was low, she enquired whether a timetable was available for monitoring; (vi) the waiting time for interchange between minibus route numbers 44 and 44S was too long, she requested for the provision of a route travelling between Hoi Ying Estate, Hoi Lok Court and Caritas Medical Centre; (vii) she requested the departments to address the needs of the residents.

122. Mr Samuel KWOK responded as follows: (i) the objective of introducing bus route number 702B was to serve the residents of Hoi Ying Estate, Hoi Lok Court and Pak Tin Estate; (ii) upon the completion of the public transport interchange of Pak Tin Estate, the route would commence operation as soon as possible; (iii) TD was open-minded towards the use of other locations as a temporary terminus, it would explore suitable temporary termini with NWFB so that the route would commence operation as soon as possible; (iv) after the commencement of operation of the new route, a review or adjustment would be carried out; this included the adjustment of service hours to meet the residents' needs.

123. Ms Cecilia LAW responded as follows: (i) for the time being, no plan had been received from HD regarding the construction of a footbridge in Hoi Lok Court for connecting V Walk; (ii) concerning the hotel project at Lai Ying Street, a traffic impact assessment had already been submitted to TD at the planning stage. All activities of picking up or dropping off passengers, including those of taxis and coaches, were required to be carried out within the site of the development project to avoid affecting the traffic at Lai Ying Street; (iii) TD would obtain from LandsD a list of sites in SSP District which could be used as temporary fee-paying car parks each year, the construction site at Lai Ying Street was not on the list for the time being; (iv) TD had issued a works order to HyD, short iron poles would be erected at several locations of vehicular access and pedestrian crossings at Lai Ying Street so as to prevent vehicles from being parked illegally on footpaths; (v) when a large-scale redevelopment project for the wholesale market was carried out, the option of opening up Lai Ying Street for connecting other roads could be considered.

124. Mr PANG Chun-ho responded as follows: (i) during the design stage of bus route number 702B, it was hoped that the route could serve the new reclamation area and the redeveloped Pak Tin Estate at the same time; (ii) bus route number 702B was a circular route and there was only one location for drivers to alight from the buses. The location had to provide sufficient ancillary facilities for bus captains, a public transport interchange would be more suitable for that; (iii) members' suggestion of using other locations as the terminus was noted, the suggestion would be further studied.

125. Mr CHUM Tak-shing raised the following views: (i) he disagreed with the approach of arranging for the housing before handling the transport matter; (ii) instead of patronage and revenue, residents' needs should be the priority concern for introduction of public transport routes; (iii) while the ancillary transport facilities were sufficient in Pak Tin Estate, the demand for travelling to SSP was keen in the new reclamation area. Hence, the demand for bus route number 702B was significant.

126. Ms Carman NG raised the following views: (i) in view of the large population of Pak Tin Estate, the commencement of operation of bus route number 702B should not be hindered for the reason that the intake of the redeveloped Pak Tin Estate had not yet commenced; (ii) many students needed to travel between the new reclamation area and Pak Tin Estate to go to school. Both areas were located in SSP District but there was no direct route travelling between the two areas; (iii) she hoped that TD would carry out a site inspection with members after the meeting in order to know more about the traffic condition of Hoi Ying Estate.

127. Mr Joshua LI raised the following views: (i) he enquired whether bus route number 702B could use Hoi Ying Estate as the terminus and Pak Tin Estate as the circular

stop; (ii) this temporary measure could first be implemented, the original design could then be adopted after the completion of Pak Tin Estate; (iii) the service hours of the route concerned could not meet the needs of residents who went to work or school.

128. Mr TAM Kwok-kiu raised the following views: (i) the objective of introducing bus route number 702B was to provide residents of the new reclamation area with services of travelling to SSP East; (ii) the commencement of operation of the route should not be delayed for the reason that the location of the originally proposed terminus could not be used, other locations could be used as the terminus. For example, the route could divert via Pak Wan Street, Tai Hang Sai Street, To Yuen Street to travel to Festival Walk as the terminus; (iii) the transport planning of Hoi Ying Estate and Hoi Lok Court was inadequate, bus route number 702B should commence operation as soon as possible.

129. Mr WAI Woon-nam raised the following views: (i) if residents of Hoi Ying Estate and Hoi Lok Court needed to walk to SSP, they could only pass through Nam Cheong Station via Hing Wah Street West or Lai Ying Street but there was only one route left after the closure of Nam Cheong Station; (ii) during the planning stage, bus routes travelling to SSP East had already been arranged, yet the arrangements had not been implemented so far; (iii) he hoped that the bus company could commence the operation of bus routes as soon as possible.

130. Mr WONG Kit-long raised the following views: (i) TD had made a mistake in the planning of Lai Ying Street. There were projects such as public housing estates, Home Ownership Scheme estates, primary schools and hotels along that street, the traffic flow would definitely be overloaded; (ii) Hoi Ying Estate and Hoi Lok Court were located near the railway station, this did not mean that it was unnecessary to provide other modes of transport; (iii) the transport of that area should be re-planned.

131. Mr Jeffrey SIN raised the following views: (i) since the frequencies of the existing bus and minibus routes of Hoi Ying Estate and Hoi Lok Court were low and there was no route travelling to SSP, residents had no choice but to travel on foot; (ii) there were a lot of construction sites in the vicinity of that area, the walking environment was quite unsatisfactory; (iii) the traffic at Lai Ying Street would definitely be overloaded in the future.

132. The Chairman raised the following views: (i) traffic impact assessment of Lai Ying Street should have been carried out at the planning stage, yet the situation of overloaded traffic flow occurred. She enquired how TD would improve the situation; (ii) TD said that there was no shortfall in supply of transport services, yet there was no route currently available for reflecting the actual patronage; (iii) new routes should commence operation as soon as possible to meet the residents' needs.

133. Mr Samuel KWOK responded as follows: (i) the suggestion of using Lai Ying Street as the temporary terminus of bus route number 702B was noted, the Department would study other suitable locations with NWFB; (ii) regarding the provision of a bus terminus, there were a number of factors for consideration including whether the relevant locations could accommodate all buses, whether there were suitable facilities nearby for bus captains to take a break, etc.; (iii) upon the completion of the public transport interchange of Pak Tin Estate, the route would commence operation as soon as possible.

134. Mr Bryce WONG responded as follows: (i) since the bus lay-bys of Hoi Ying Estate Bus Terminus could accommodate two buses only and they had already been used by bus route numbers 701A and 296C, it could not accommodate other bus routes; (ii) since the public transport interchange of Pak Tin Estate was of a larger scale, the location had originally been selected as the terminus of bus route number 702B; (iii) the traffic condition of Lai Ying Street was rather poor, traffic congestion would easily occur there if buses were arranged to be parked at the location concerned.

135. Mr Joshua LI raised the following views: (i) he suggested using Sham Mong Road Temporary Bus Terminus as the temporary terminus of bus route number 702B; (ii) during the design stage of Hoi Ying Estate and Hoi Lok Court, only little space had been reserved for the bus stop. As a result, the transport needs of the residents could not be met. Other options should be explored to make improvements.

136. Mr Bryce WONG responded as follows: (i) the bus company had to provide bus captains with sufficient resting facilities at the termini, including air-conditioned kiosks with refrigerators and microwave ovens and other ancillary facilities; (ii) if Sham Mong Road Temporary Bus Terminus or Pak Tin Estate Temporary Terminus was used as the terminus of bus route number 702B, it was necessary to apply for a piece of land to accommodate the kiosk. Therefore, it would be more desirable to use the public transport interchange of Pak Tin Estate as the terminus upon its completion; (iii) bus route number 2E at Pak Tin Estate Temporary Terminus was managed by KMB currently, the resting location for bus captains of bus route number 104 was located at Kennedy Town.

137. Mr Joshua LI requested the departments to facilitate bus companies to solve the above situation.

138. Mr Samuel KWOK responded as follows: (i) if bus companies submitted applications to TD for provision of resting kiosks for bus captains, the applications would be handled according to established procedures; (ii) the Department would study with the bus company whether Sham Mong Road Temporary Bus Terminus was suitable for being used as the temporary terminus of bus route number 702B.

139. Ms Carman NG raised the following views: (i) there was no resting kiosks at the bus terminus of Hoi Lok Court, yet the location could still be used as a terminus; (ii) she did not agree that there was no other way to allow bus route number 702B to commence operation earlier.

140. Mr Bryce WONG responded that Hoi Ying Estate Bus Terminus could not be used as the terminus of bus route number 702B as there was no bus lay-by left for use by bus route number 702B.

141. Mr MAK Wai-ming enquired whether an additional bus stop to be used as the terminus could be provided at Hing Wah Street West.

142. Mr TAM Kwok-kiu said that the procedures for bus companies applying for provision of a new kiosk were complex; existing termini such as Festival Walk Public Transport Interchange should be used.

143. Mr PANG Chun-ho responded that the locations and suggestions put forward by members would be considered together.

144. The Chairman asked members to vote on the motion in Paper 30/20. The motion was moved by Mr Calvin HO and Mr YEUNG Yuk, the seconders were the nine Members listed in the paper. It read as follows:

“The Committee requests the Government to improve the transport and community ancillary facilities of Hoi Ying Estate and Hoi Lok Court: this included commencing the operation of bus route number 702B as soon as possible and extending its service hours, and studying other transport and feeder services including bus services travelling to Hong Kong Island and Tsim Sha Tsui.”

145. The Committee voted on the motion in Paper 30/20 by open ballot, the voting result was as follows:

For: Ms Zoé CHOW, Mr YEUNG Yuk, Ms Janet NG, Mr Joshua LI, Ms Carman NG, Mr CHUM Tak-shing, Mr TAM Kwok-kiu, Ms Eunice CHAU, Mr Leo HO, Mr KONG Kwai-sang, Ms LAU Pui-yuk, Mr Howard LEE, Mr Leos LEE, Mr Richard LI, Mr Jay LI, Mr MAK Wai-ming, Mr Jeffrey SIN, Mr Ronald TSUI, Mr WAI Woon-nam, Mr WONG Kit-long, Mr Ramon YUEN, Ms YU Hoi-yan, Ms LIN Wai-kwan (23)

Against: (0)

Abstain: Mr John TANG (1)

146. The Secretary announced the voting result: 23 members voted for it, no member voted against it and one member abstained.

147. The Chairman declared that the above motion was carried, and concluded as follows: (i) the departments must enhance ancillary facilities of the newly planned communities proactively; (ii) regarding the introduction of new bus routes, the bus frequency and traffic flow should be taken into account to avoid causing traffic congestion; (iii) it was hoped that more bus and minibus routes would be introduced as soon as possible.

(i) Traffic congestion at Po On Road due to the illegal parking problem at Hing Wah Street (PTAC Paper 31/20)

(j) Request for mitigating the problems of illegal parking and illegal hawking at Shun Ning Road (outside Po On Road Municipal Services Building) (PTAC Paper 32/20)

(k) Request for addressing the issue of loading and unloading goods at Shun Ning Road by lorries at midnight (outside Po On Road Municipal Services Building) (PTAC Paper 33/20)

(l) Request for mitigating the problems of illegal parking and loading/unloading goods at Fuk Wing Street outside Un Wai House and Un Mun House, Un Chau Estate (PTAC Paper 34/20)

(m) Request for mitigating the congestion problem at Tonkin Street (Lei Cheng Uk bound) (PTAC Paper 35/20)

148. The Chairman said that since this issue and items (j), (k), (l) and (m) of matters for discussion were similar in nature, she suggested these five items of matters for discussion be discussed together.

149. The Committee agreed with the above arrangement.

150. Mr CHUM Tak-shing introduced Paper 31/20, and enquired whether the figures provided by the Police in Response Paper 50/20 concerned Hing Wah Street or Hing Wah Street West.

151. Mr MAK Wai-ming introduced Papers 32/20 to 35/20.

152. Mr WAN Chi-pui introduced Response Papers 50/20 to 52/20, and added as follows: (i) the content of Paper 50/20 concerned Hing Wah Street; (ii) the “e-Ticketing Pilot Scheme” had already been implemented in SSP District to enhance the enforcement efficiency.

153. Mr YAN Tsz-ching introduced Response Paper 38/20.

154. Ms Cecilia LAW gave the following response to Paper 31/20: (i) TD’s objective of providing double yellow lines was to prevent vehicles from picking up or dropping off passengers at unsuitable locations and avoid posing danger to the traffic nearby and the pedestrians; (ii) TD had carried out site inspection on the bend at Po On Road turning left to Hing Wah Street, the situation of illegal parking had not been found. However, some drivers had parked the vehicles at there while waiting; (iii) since temporary stay would also lead to unsmooth traffic, the Department suggested providing a 24-Hour No-stopping Restriction Zone (i.e. double yellow lines) there; (iv) if TD received reports on illegal parking, it would immediately refer the reports to the Police for follow up; (v) the Police had a mechanism on obtaining the contact information of vehicle owners. Since the matter involved personal privacy, TD did not tend to make the information public. She gave the following response to Paper 32/20: if illegal hawking activities took place on footpaths, TD would refer the cases to the Food and Environmental Hygiene Department (“FEHD”) for follow up; if the activities took place on roads, the cases would be referred to the Police for handling. She gave the following response to Paper 34/20: (i) the footpath widening works for the bend at the junction of Wing Lung Street and Fuk Wing Street would soon be carried out. The carriageway would be further narrowed to 7.5 metres and the pedestrian crossing distance would be shortened to enhance road safety. The provision of double yellow lines was also included in the same works project; (ii) a Works Request Form had been issued. She gave the following response to Paper 35/20: (i) there were three lanes at Tonkin Street (Lei Cheng Uk bound) and the traffic flow was far below the design standard, the lanes had not been used to their full capacity; (ii) after carrying out site inspection, it was found that the main reason for traffic congestion was a large number of illegally parked vehicles on the left-hand lane; (iii) since there were raised planters by the side of the road there, the location was not suitable for picking up or dropping off passengers. Hence, the effectiveness of marking single and double yellow lines would be limited; (iv) upon receipt of complaints about illegal parking, the complaints would be referred to the Police for handling.

155. Mr CHUM Tak-shing raised the following views: (i) he understood that the departments had already followed up on the situation of Hing Wah Street, yet the situation did not improved; (ii) although double yellow lines had been marked or illegally parked vehicles had been prosecuted, the impact on the traffic flow was instant; (iii) since the situation could not be handled promptly, the traffic congestion there lasted for an hour.

He suggested towing away the vehicles immediately; (iv) he hoped that TD would consider requiring vehicle owners to provide contact information on their vehicles so that the drivers could be asked to drive away the vehicles as soon as possible when necessary; (v) he hoped that the Police would arrange towing vehicles to tow away illegally parked vehicles more frequently for deterrent effect.

156. Mr Leo HO raised the following views: (i) the situation of illegal parking was serious at Po On Road, even bus stops were occupied. As a result, passengers had to get on and off the buses at the central lane; (ii) there was only one lane at the road junction outside Azalea House of So Uk Estate, illegally parked vehicles had caused traffic congestion of the entire road section, yet it took time to wait for the Police to handle the matter; (iii) the situation of illegal parking often occurred at the bend between Hing Wah Street and Po On Road. The situation had been improved after KMB put up a notice, yet the it reverted to the former state after a while. He agreed that double yellow lines should be provided there.

157. Mr MAK Wai-ming raised the following views: (i) the act of distributing goods or placing goods on roads would not be charged for illegal parking and the goods would not be confiscated as well; this would only make the situation worse; (ii) he enquired whether the Police maintained a list of black spots of illegal parking and whether Tonkin Street was on the list; (iii) he hoped that TD would explore ways to improve the situation of illegal parking.

158. Mr KONG Kwai-sang raised the following views: (i) the situation at Shun Ning Road and Po On Road had spread to Kwong Lee Road and the location had become a black spot of illegal parking; (ii) issuance of tickets could not improve the situation effectively; (iii) he suggested setting up a special operation team which comprised of three Traffic Policemen and ten Traffic Wardens to patrol at the above locations consistently; (iv) the penalty should be increased to enhance the deterrent effect.

159. Mr TAM Kwok-kiu raised the following views: (i) the Police should review and make good use of the manpower of Traffic Wardens to step up efforts in combating illegal parking; (ii) he hoped that the Police would provide the number of tickets issued at double yellow lines.

160. Mr CHUM Tak-shing raised the following views: (i) he hoped that the establishment of Traffic Wardens would be increased; (ii) he suggested utilising the resources of the Council for producing publicity materials to combat illegal parking.

161. Mr WAN Chi-pui responded as follows: (i) he agreed that publicity was equally important; (ii) the Police had already stepped up enforcement actions to combat illegal

parking in SSP District; (iii) he welcomed the suggestion of increasing the number of Traffic Wardens, an application had been submitted to the Headquarters; (iv) over the past ten years, the Police had relayed from time to time that it was necessary to increase the penalty for illegal parking; (v) on traffic enforcement day or operation day, the Police would strengthen enforcement at specified locations and tow away vehicles causing serious disruption to traffic; (vi) since it took time to wait for the towing vehicles, the Police would contact the vehicle owners immediately after initiating prosecution and request them to drive away the vehicles immediately.

162. Mr YAN Tsz-ching responded as follows: (i) FEHD had stepped up inspections and enforcement actions over the past few months; (ii) enforcement actions would be taken if illegal trading activities took place on roads; (iii) the Department would carry out joint operations with the Police proactively.

163. Ms Cecilia LAW responded as follows: (i) TD had a series of short, medium and long-term measures on increasing the supply of parking spaces; (ii) upon receipt of complaints about illegal parking, the Department would maintain close communication with the Police and provide information to the Police so that locations with particularly serious situation could be selected for strengthened enforcement actions.

164. The Chairman concluded as follows: (i) it was suggested that the issue be followed up by WGPTS; (ii) the departments should explore ways to improve the situation of illegal parking, especially the locations where traffic congestion occurred frequently.

Agenda Item 3: Follow-up matters

(a) List of follow-up actions for matters of discussion at PTAC meeting (PTAC Paper 36/20)

165. The Chairman said that in view of the increasing number of items on the list, she suggested removing those items proposed for removal and updating the list at the next meeting.

166. The Committee agreed with the above approach.

167. Mr TAM Kwok-kiu raised the following views: (i) he requested the departments to submit the works schedules while updating the list; (ii) he enquired about the progress of the traffic improvement works for Tung Fai House, Nam On House and Tai Hang Sai Street.

168. Mr Joshua LI suggested including the report on enforcement against illegal car racing into the follow-up matters.

169. Mr KONG Kwai-sang enquired about the progress of the redevelopment works for the bus stop of So Uk Estate.

170. Mr YEUNG Yuk raised the following views: (i) he agreed that the report on enforcement against illegal car racing should be included; (ii) he suggested including the report on enforcement actions taken at black spots of illegal parking into the follow-up matters; (iii) he hoped that TD would step up efforts in monitoring the frequency of bus route number 702. In particular, the bus frequency of the route should be maintained at 12-minute intervals during peak hours.

171. Mr Jay LI raised the following enquiries: (i) he enquired whether the Bus Route Planning Programme would be reviewed by members after revision; (ii) he enquired about the progress of the “Walk in HK” study and whether a report would be provided.

172. Miss Patsy LO responded as follows: (i) investigation work of the widening works for the lay-by of the bus stop outside Tung Fai House in Tai Hang Tung would be carried out; (ii) trees needed to be removed so that the traffic improvement works for Tai Hang Sai Street could be carried out, HyD was carrying out relevant procedures for tree removal; (iii) the progress of “Walk in HK” would be reported in a timely manner.

173. Mr Keith WONG responded as follows: (i) the works for the bus regulators’ kiosk of the bus stop of So Uk Estate would be approved; (ii) the Department would relay the situation of the frequency of bus route number 702 to NWFB; (iii) he would remind relevant units to report the situation of the Bus Route Planning Programme to the Council in a timely manner.

174. Mr YU Chung-him responded as follows: (i) the widening works for the lay-by of the bus stop outside Tung Fai House in Tai Hang Tung involved the relocation of several underground cables, relevant public utilities were requested to relocate underground pipelines; (ii) the investigation procedures were expected to be carried out in early June.

175. Mr TAM Kwok-kiu raised the following views: (i) he requested HyD to submit a schedule for each stage of the works; (ii) he hoped that TD would review the traffic improvement proposals on the entrance/exit of the car park of Mei Leong House to improve the road safety there.

176. The Chairman raised the following views: (i) the matter of the entrance/exit of the car park of Mei Leong House could be followed up by the Working Group on General

Transport Facilities; (ii) it was suggested that the latest progress report on public facilities and the future development of sites in the district be included into the follow-up matters.

177. The Committee noted and endorsed the above report and suggestions.

(b) Project items and schedules of district traffic improvement works completed, under construction or under planning within the past two months by the Transport Department/Highways Department (PTAC Paper 37/20)

178. The Committee noted and endorsed the above report.

Agenda Item 4: Any other business

179. Mr Jeffrey SIN said that the construction site near Hoi Lok Court was managed by HD, he enquired about the development of the site.

180. Mr TAM Kwok-kiu hoped that TD would report the progress of construction of covers for bus stops and provision of display panels regularly.

181. Mr Jay LI hoped that PlanD could provide the figures on district planning in a timely manner.

Agenda Item 5: Date of next meeting

182. The next meeting would be held at 9:30 a.m. on 23 July 2020 (Thursday).

183. There being no other business, the meeting ended at 3 p.m.

District Council Secretariat
Sham Shui Po District Office
July 2020