

(Translation)

Minutes of the 5th Meeting of the Planning Development and Transport Affairs Committee
of Sham Shui Po District Council (6th Term)

Date : 15 October 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 12:30 p.m.)

Mr HO Kai-ming, Calvin (Arrived at 11:30 a.m.)

Mr HO Kwan-chau, Leo (Arrived at 9:48 a.m.; left at 4:15 p.m.)

Mr KONG Kwai-sang (Arrived at 10:03 a.m.)

Mr LAO Ka-hang, Andy (Arrived at 9:36 a.m.; left at 4:40 p.m.)

Ms LAU Pui-yuk, MH (Left at 4:35 p.m.)

Mr LEE Man-ho, Leos (Arrived at 11:10 a.m.; left at 4:40 p.m.)

Mr LI Chun-hei, Joshua

Mr LI Kwing, Richard

Mr LI Ting-fung, Jay

Mr MAK Wai-ming (Arrived at 9:35 a.m.; left at 2:20 p.m.)

Ms NG Mei, Carman (Left at 2:20 p.m.)

Ms NG Yuet-lan, Janet (Arrived at 9:35 a.m.)

Mr SIN Kam-ho, Jeffrey

Mr TAM Kwok-kiu, MH, JP (Arrived at 9:46 a.m.)

Mr TSUI Yat-hin, Ronald (Arrived at 9:58 a.m.; left at 2:05 p.m.)

Mr WAI Woon-nam

Mr WONG Kit-long

Mr YEUNG Yuk (Arrived at 9:49 a.m.)

Mr YUEN Hoi-man, Ramon (Arrived at 9:49 a.m.)

Co-opted Members

Ms LAM Tsz-kwan

Ms LIN Wai-kwan

(Arrived at 9:35 a.m.; left at 2:20 p.m.)

In Attendance

Mr LEE Wai-yin, Brett

Miss HO Yuen-ching, Jessica

Mr FUNG Chi-keong

Mr WONG Chi-tak, Keith

Mr KWOK Yue-fung, Samuel

Ms LAW Ming-chu, Cecilia

Miss LO Ka-wai, Patsy

Mr YU Chung-him

Mr LAM Sai-fung

Mr NG Chi-sing

Mr LIU Hon-wah, Andy

Ms LAI Wai-man, Irene

Ms LEUNG Wai-ling, Betty

Mr CHU Man-kit

Mr CHAN Quan-chak

Mr KONG Ka-fai

Mr PANG Chun-ho

Miss Joyce WAN

Mr Bryce WONG

Mr Ken WONG

Assistant District Officer (Sham Shui Po) 1

Senior Town Planner/Sham Shui Po, Planning Department

Town Planner/Sham Shui Po 2, Planning Department

Senior Transport Officer/Sham Shui Po, Transport Department

Senior Transport Officer/Kowloon/Events and Projects, Transport Department

Engineer/Planning 1, Transport Department

Engineer/Sham Shui Po, Transport Department

District Engineer/Sham Shui Po, Highways Department

Assistant District Operational Officer, Sham Shui Po District, Hong Kong Police Force

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

Chief Executive Officer (Planning) 1, Social Welfare Department

Senior Executive Officer (Planning) Management, Social Welfare Department

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

Senior Engineer/New Territories 4, Highways Department

Assistant Engineer/New Territories 4-4, Highways Department

Geotechnical Engineer/Consultant Management 63, Civil Engineering and Development Department

Planning Officer, Citybus Limited/New World First Bus Services Limited

Assistant Public Affairs Manager, Citybus Limited/New World First Bus Services Limited

Senior Operations Officer, New World First Bus Services Limited

Lai Chi Kok Depots 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

Secretary

Miss CHUNG Kit-nam, Mandy

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

Absent

Members

Mr LEE Hon-ting, Howard

Mr YAN Kai-wing

Co-opted Member

Ms YU Hoi-yan

Opening Remarks

The Chairman welcomed members and representatives of government departments to the fifth meeting of the Planning Development and Transport Affairs Committee (“PTAC”) of the sixth term of the Sham Shui Po District Council. She also welcomed Miss Jessica HO, Senior Town Planner/Sham Shui Po of the Planning Department (“PlanD”), to attend future meetings in place of Ms FUNG Chi-wai, Katy.

Agenda Item 1: Confirmation of minutes of the 4th meeting held on 27 August 2020

2. The Committee confirmed the above minutes.

Agenda Item 2: Matters arising

(a) Request for New World First Bus and Citybus to increase the frequency of bus route no. 702 in the morning and afternoon to facilitate students travelling to and from schools and provide additional special departures for express service (PTAC Paper 65/20)

3. The Chairman said that four papers of the last meeting would be discussed at this meeting. The papers concerned had been discussed at the second meeting of the Working Group on Public Transport Services (“WGPTS”), the Secretariat had sent the draft minutes of meeting to members before the meeting for their reference.

4. Mr Jeffrey SIN introduced Paper 65/20, and added that the figure in Annex 1 concerning “the actual arrival time 08:04 of bus route number 702 for the stop at Shek Kip Mei Market on 3 July” should be 0.

5. Mr WONG Kit-long gave a supplementary explanation on Annex 4 of Paper 65/20.

6. Mr Samuel KWOK responded that in view that secondary schools resumed classes in phases since the end of May and resumed face-to-face classes in September, the Transport Department (“TD”) had requested franchised bus companies to return to normal whole-day bus frequencies and closely monitored the operation of various routes including bus route number 702. After checking the operation record of the bus company regarding the time periods mentioned in the paper, the Department noted that the bus company had already increased the bus frequency to meet passenger demand on that day. After the resumption of face-to-face classes in schools, the buses had departed as scheduled during the school starting and dismissal time. The Department had reminded the bus company to adjust bus trips in response to the change on school dismissal time by making reference to the suggestions put forward by members at the meetings of WGPTS. The bus company had also increased the bus frequency at noon based on the actual situation; the existing services could meet the passenger needs. The Department also noted the views on special

departures of bus route number 702, the proposed alignment was more or less the same as that of bus route number 702B which had commenced operation recently. It was hoped that the new route could facilitate students travelling to and from schools, the Department would continue to monitor the situation of bus services.

7. Mr Bryce WONG responded that the current service hours of bus route number 702 in the morning had returned back to pre-epidemic level, the patronage was approximately 70%; the time period with the highest average patronage in the afternoon was the period from 1 p.m. to 1:30 p.m. He then said that during the peak period of patronage in the afternoon, the regulators would arrange for additional departures subject to the situation, the bus frequency during the normal school dismissal time at 3 p.m. had not been reduced. In addition, the current highest patronage of bus route number 702B was approximately 50% to 60%, the patronage clustered at Pak Tin Estate, Tai Nam Street and Hoi Ying Estate. The bus company would continue to monitor the situation of carriage of passengers.

8. Mr PANG Chun-ho responded that the alignment of the special departures of bus route number 702 proposed by members basically overlapped with that of bus route number 702B, yet the proposed alignment would not pass by the urban centre of Sham Shui Po (“SSP”) such as Un Chau Street and Yen Chow Street. However, those locations were the stops where many passengers got on the buses, it was believed that those stops were the most convenient locations for the passengers. He then said that bus route number 702B had commenced operation only for a short time and the data on normal patronage could not be collected due to the epidemic. Therefore, time was required for monitoring its operation. Members’ views were also noted.

9. Mr Ramon YUEN said that local residents had a keen demand for bus route number 702. He hoped that the departments and bus companies would consider allocating more resources to meet the needs arising from population growth in the community including Hoi Tat Estate which would be completed soon and the housing estates in the neighbourhood of Sham Shing Road.

10. Mr WONG Kit-long said that there were only two trips of bus route number 702A during the school starting time in the morning. The buses were usually full when they arrived at Fu Cheong Estate, passengers were forced to take bus route number 702 and then walk to the neighbourhood of Pak Tin. With the increasing demand caused by completion of new housing estates, he hoped that morning special departures of bus route number 702A travelling via Fat Tseung Street, Hoi Tat Estate and Hoi Tak Court could be provided or the service hours of bus route number 702B could be extended.

11. Mr YEUNG Yuk said that regarding the bus route planning programme of last year, he enquired when the proposal on deploying one more bus for bus route number 702 would

be implemented. He then said that bus route number 702B mainly served the purpose of diverting the passengers of bus route number 702, he hoped that the bus company would report the effectiveness on diversion of passengers.

12. Ms Carman NG said that bus route number 702B did not adopt section fares, many passengers still chose to wait for bus route number 702 at the stop at Tung Chau Street because of the adoption of section fares. Besides, it was difficult for bus route number 702B to attract passengers as its service hours were not desirable. She hoped that the service hours of bus route number 702B would be extended.

13. Mr TAM Kwok-kiu said that bus route number 702 was an important route that connected the reclamation area and SSP East. He hoped that the bus companies could arrange for service enhancement in advance in response to the population growth in the district. For example, the bus companies could contact the Housing Department (“HD”) to obtain information about the intake schedule of new housing estates. He was open-minded towards the proposed alignment of the special departures. He enquired whether TD had followed up on the matter of accuracy of bus trips and bus stop announcement system with the bus companies.

14. Mr Jeffrey SIN enquired of the bus company about the requirements on extension of service of bus route number 702B. He said that residents of the reclamation area needed to travel to SSP East for work or school, a primary school would also be built at Lai Ying Street. It was necessary to plan the services of bus route numbers 702 and 702B in advance to meet the new demand. He also pointed out that since some buses or minibuses stayed at the bus stop of bus route number 702B at Lai Ying Street, buses of the route concerned could not stop at there.

15. The Chairman opined that in view of population growth in the district, it was necessary to increase the frequency of bus route number 702A or extend the service hours of bus route number 702B.

16. Mr Samuel KWOK responded that TD would plan the introduction of new bus routes after taking into account the number of residential flats in the district. After the commencement of services of new routes, it would take time to study the travelling patterns of passengers. He then said that to ensure that resources were used properly, the main consideration of service enhancement was patronage. Since the school commencement, the patronage of bus route number 702 was approximately 70% while the patronage of bus route number 702B was approximately 50% to 60%. The Department would closely monitor the change in patronage. Concerning the location of the bus stop at Lai Ying Street, minibuses generally stayed there only for a short period of time. Minibus companies would be reminded to pay attention to road conditions.

17. Mr Bryce WONG responded that the patronage of the first trip of bus route number 702A was 70% to 80% and that of the second trip was approximately 50% to 60%. The figures reflected that the buses could still carry passengers at Fu Cheong Estate, the company would send staff to carry out site inspection and assist passengers in getting on buses. The departure time of bus route number 702 was basically accurate. However, since it was a circular route, traffic congestion might result in inaccurate arrival time. The highest number of passengers getting on buses of bus route number 702B at Tai Nam Street and Shek Kip Mei Commercial Centre was 20 to 30 passengers; it was believed that the route concerned could help divert the passengers of bus route number 702, the detailed statistics would be further examined.

18. Mr PANG Chun-ho responded that bus route number 702B mainly served those housing estates which the intake had not yet commenced. The bus company would closely monitor the travelling patterns of the residents after intake and then consider increasing bus frequency and extending service hours.

19. Mr WONG Kit-long enquired when the bus company had collected the data. The transport data might not be accurate due to the epidemic situation. He then said that most of the passengers of bus route number 702A were students, their school bags and other belongings might occupy much space. The number of passengers might not reflect the actual situation; he opined that it was necessary to increase bus frequency.

20. Mr Jeffrey SIN asked whether the stops of bus route numbers 702A or 702B or minibus route number 44 could be relocated to the vacant lay-bys at Lai Ying Street.

21. Mr Samuel KWOK responded that the lay-bys at Lai Ying Street were provided for use by ordinary vehicles. If the bus stops or minibus stops were relocated to there, this would obstruct the use of lay-bys by other vehicles.

22. Mr Bryce WONG responded that the figures on patronage of bus route number 702A provided just then were collected in early October this year, the figures reflected that passengers' demand could be met as a whole. He then said that the patronage of each of the two trips was not even and the patronage mainly clustered at the first trip. The bus company would attempt to adjust bus frequency to handle the situation mentioned by Members.

23. Mr Jeffrey SIN introduced the motion in Paper 65/20. It read as follows:

“Request TD and the bus companies to review and adjust the bus route planning programme for bus route numbers 702 and 702A, consider arrangements for special

departures and give a reply on the above three suggestions to the Committee before school commencement in September as soon as possible.”

24. Ms Carman NG moved an amended motion and it read as follows:

“Request TD and the bus companies to review and adjust the bus route planning programme for bus route numbers 702, 702A and 702B, consider arrangements for special departures and give a reply on the above three suggestions to the Committee as soon as possible.”

25. The Chairman asked members to vote on the amended motion of Paper 65/20. The motion was moved by Ms Carman NG and seconded by Mr YEUNG Yuk.

26. The Committee voted on the amended motion 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 TAM Kwok-kiu, Ms Eunice CHAU,
Mr Leo HO, Mr Andy LAO, Ms LAU Pui-yuk, Mr Richard LI,
Mr Jay LI, Mr MAK Wai-ming, Mr Jeffrey SIN, Mr Ronald TSUI,
Mr WONG Kit-long, Mr Ramon YUEN, Ms LIN Wai-kwan (18)

Against: (0)

Abstain: (0)

27. The Secretary announced the voting result: 18 members voted for it, no member voted against it and no member abstained.

28. The Chairman declared that the above motion was carried, and concluded that many local residents would take bus route number 702 while the existing service was inadequate. It was hoped that the bus company and TD would take into account the needs arising from community development and adjust the alignment and services of bus route numbers 702, 702A and 702B.

(b) Request for the Transport Department to step up the monitoring of the problems of lost and delayed trips of bus route no. 86C (PTAC Paper 66/20)

29. Mr TAM Kwok-kiu introduced Paper 66/20.

30. Mr Keith WONG responded that after checking the records, it was found that traffic congestion had resulted in the delay of the bus route concerned on that day, yet the bus company did not send notifications on the mobile application promptly. He said that the Department had already urged the bus company to make improvement including adjusting bus trips flexibly and sending immediate notifications so that passengers could obtain information about traffic condition for their journey planning.

31. Mr Ken WONG responded that the arrival time shown on the mobile application made reference to the travelling time in the past. In case of unexpected events, the mobile application might not be able to estimate the arrival time accurately, yet the traffic news concerned would be provided in the application. He then said that investigation would be carried out after receiving passengers' feedback on the arrival time. If system error was found, it would be rectified immediately.

32. Mr WONG Kit-long said that at the meetings of WGPTS, he had raised enquiries about the bus deployment for bus route numbers 286C and 86C, he had also asked whether the two routes would be split in the long term and whether the actual arrival time could be shown on the mobile application. He requested Kowloon Motor Bus ("KMB") to give a response.

33. Mr Jeffrey SIN said that many residents in SSP East needed to travel to and from Shatin Hospital, he hoped that TD and the bus company would improve the service arrangements for bus route number 86C.

34. Mr TAM Kwok-kiu enquired whether the bus companies had to submit the data on driving condition to TD and whether the Department would monitor relevant data and take follow-up actions. He then said that it was hoped that the Department would investigate the reasons for delayed trips such as illegal parking and explore ways to improve the situation.

35. Mr Joshua LI said that TD had the responsibility to monitor the information about estimated arrival time provided by the bus companies, and requested that information such as car plates be included so that the actual traffic condition could be shown. He then said that the mobile application of KMB was not updated frequently. When traffic congestion occurred, the estimated arrival time system could not reflect the situation concerned. He suggested that the information about the distance between the buses and the bus stops be included in the mobile application of KMB.

36. Ms Carman NG said that the estimated arrival time system of New World First Bus ("NWFB") could show the road sections where traffic congestion occurred, while the

application of KMB would only cancel the arrival time of the lost trips. She agreed that TD should monitor relevant mobile applications.

37. Mr Ken WONG responded that KMB would examine the data on driving condition. If it was found that slow traffic or traffic congestion frequently occurred, the estimated arrival time would be adjusted. If slow traffic at a certain road section was detected during driving, the information about the relevant congested road section would be shown below the arrival time. He then said that the current number of buses proposed to be deployed was formulated based on the schedule of service approved by TD. This included various factors for consideration such as the travelling time of the routes and the rest periods of bus captains. Hence, the actual number of buses being deployed might be different.

38. Mr Keith WONG responded that TD monitored the services with reference to the schedule of service. The service arrangements for bus route number 286C had been implemented under the bus route planning programme, the Department would monitor the service from time to time. He then said that recent investigation reflected that the arrival time and patronage of bus route number 86C were consistent with the estimation. He pointed out that apart from taking into account the data submitted by bus companies, the Department would also conduct independent investigations and collect views from different channels in order to monitor the services of bus companies.

39. Mr TAM Kwok-kiu reiterated that TD had to take the initiative to monitor the estimated arrival time systems of bus companies.

40. The Chairman concluded that the situation of delayed bus trips and inaccurate information about the estimated arrival time was unsatisfactory. It was hoped that apart from ensuring a stable frequency, the bus companies also needed to improve the estimated arrival time systems.

(c) Request for improving the minibus services for the coastal communities by combining the routes of route numbers 44 and 44A and increasing the frequency (PTAC Paper 67/20)

Matters for discussion: (h) Follow up on PTAC Paper 67/20 (PTAC Paper 105/20)

41. The Chairman said that since item (h) of matters for discussion was a motion which followed up on this issue, she suggested the two items be discussed together.

42. The Committee agreed with the above arrangement.

43. The Chairman introduced Papers 67/20 and 105/20.

44. Mr Samuel KWOK responded that TD noted the suggestion on amalgamation of the routes concerned. He then said that when handling the proposal on rationalisation of green minibus routes, the Department needed to take into account various factors for consideration including whether the termini would be affected, the impacts on other existing operators, etc. He said that regarding the two routes concerned, after the two routes combined, passengers of Hoi Ying Estate would have to pass by Hoi Lai Estate before travelling to MTR Lai Chi Kok Station. If the service areas of various operators overlapped after rationalisation of routes, the Department would need to handle the matter even more carefully to avoid unnecessary vicious competitions and waste of resources. The Department had already provided several feasible proposals to the operators and would carry out site inspection at the end of September this year to obtain information about the travelling time and road conditions of various proposals, etc.; it would continue to follow up on the situation concerned with the operators.

45. Mr YEUNG Yuk said that the existing minibus services at the reclamation area were not satisfactory, thereby resulting in low patronage. He opined that when TD held discussion with the operators, the most important concern should be the enhancement of service quality and the conflict of interest among the operators should not prevail over public needs. He said that residents would choose to walk to MTR Stations instead of taking minibuses as the waiting time was too long. He said that the Council had a consensus on hoping that the frequency of the route concerned would be increased to facilitate members of the public taking minibuses.

46. Mr Ramon YUEN agreed with the views of Mr YEUNG Yuk, the conflict of interest among the operators should not prevail over the well-being of the public. He pointed out that the target passengers of minibus route numbers 75 and 44 were different. Even if part of the routes overlapped, this would not result in vicious competition.

47. Ms Carman NG enquired whether the frequency and patronage would increase after the two routes combined. She pointed out that minibus route number 44 was the only public transport route which travelled between Hoi Ying Estate and Lai Chi Kok, the timetable should be provided so that members of the public could arrange for their schedule for taking minibuses.

48. Mr WONG Kit-long opined that TD had not coordinated the route planning programmes of various minibus companies. The Department should handle potential conflicts proactively to prevent minibus companies from disregarding the residents' needs for the sake of individual benefits.

49. The Chairman hoped that TD would give an account of the said potential conflicts since minibus companies were not obliged to report their commercial plans to the Council.

She opined that TD should enhance the transparency of minibus route development and coordinate the views of various parties proactively.

50. Ms LIN Wai-kwan said that TD should give a detailed account of the progress of handling the matter of amalgamation of minibus routes and the difficulties encountered.

51. Mr Samuel KWOK responded that TD also hoped to combine the two routes and understood that this could result in more effective use of resources. Apart from taking into account the views of the operators, the Department also needed to study the distribution of patronage of the original routes and estimate the service demand for the new route. The Department was studying various amalgamation proposals actively and collecting views from different stakeholders including the suggestions of the Council.

52. Mr YEUNG Yuk said that members of the public should be allowed to decide which route they would take by themselves, it should not be assumed that competitions would definitely exist.

53. The Chairman asked members to vote on the motion in Paper 105/20. The motion was moved by her and seconded by Mr WONG Kit-long. It read as follows:

“1) Request TD to consider the effectiveness of the operation of minibus routes and coordinate the service areas of various minibus operators proactively. Regarding decision-making, the potential conflict of interest arising from the overlapping of service areas or routes should not prevail over the well-being of the public.

2) Request TD to implement the amalgamation of minibus route numbers 44 and 44A as soon as possible.”

54. The Committee voted on the motion in Paper 105/20 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, Ms Eunice CHAU, Mr Leo HO,
Mr KONG Kwai-sang, Mr Andy LAO, Mr Leos LEE, Mr Jay LI,
Mr MAK Wai-ming, Mr Jeffrey SIN, Mr WONG Kit-long,
Mr Ramon YUEN, Ms LIN Wai-kwan (16)

Against: (0)

Abstain: (0)

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

56. The Chairman declared that the above motion was carried, and concluded that the amalgamation of minibus route numbers 44 and 44A could result in more effective use of the existing resources and facilitate residents travelling within the community. TD was requested to follow up on the amalgamation proposal actively and coordinate the operation of various minibus routes.

(d) Request for the Transport Department to subsidise green minibus (“GMB”) operators to buy low-floor GMBs so as to encourage the sector to promote the provision of barrier-free services (PTAC Paper 68/20)

57. Mr WONG Kit-long introduced Paper 68/20.

58. Mr Keith WONG responded that TD had maintained communication with the public minibus sector concerning the matter of facilitating wheelchair users taking minibuses and relayed the views of members of WGPTS to the unit responsible for minibuses. The Department was preparing a review report on the trial scheme concerned to study the feasibility and the possibility of providing incentives to attract minibus operators providing transport service to and from hospitals to buy low-floor GMBs. He then said that operators of minibus routes in SSP District which passed by Caritas Medical Centre, including minibus route numbers 45M, 42 and 75, would be encouraged to use low-floor GMBs. However, he said that the operation of individual routes was not satisfactory, it was necessary to provide greater incentives to encourage the introduction of low-floor GMBs. He pointed out that the design of low-floor GMBs was different from that of ordinary minibuses. The trial scheme mainly tested different vehicle models, parking spaces, the situation of wheelchair passengers taking minibuses, etc.; it was necessary to consider factors of various aspects.

59. Mr Joshua LI said that minibus and tram, which were two of the few modes of public transport in Hong Kong that had not yet provided low-floor service, could not complement the implementation of the policy of the Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities. He then said that the size of low-floor GMBs did not comply with the existing regulations, it was necessary to submit individual applications for exemption to TD and the complex procedures deterred operators from doing that. He said that the Government had neither agreed to relax the restriction on the seating capacity of low-floor GMBs to 19 seats with

one additional space for wheelchair nor provided subsidies, it would be difficult to attract operators to use low-floor GMBs.

60. Mr Ramon YUEN enquired about TD's requirements or views on the provision of rehabilitation bus (Rehabus) service.

61. Ms Carman NG said that TD should assist minibus routes with operating difficulties in enhancing services to increase patronage, in particular the transport service travelling between SSP East and Caritas Medical Centre.

62. Ms LAU Pui-yuk said that minibus routes travelling to and from hospitals mainly served the elderly and the patients. TD should motivate the operators to buy low-floor GMBs in phases and provide incentives to relevant routes.

63. Ms Janet NG enquired about the progress of the trial scheme and asked whether TD had any subsidy scheme. She expressed concern over the minibus service travelling to and from hospitals in particular since it was difficult for the needy people to afford transportation fee such as taxi fare.

64. Mr TAM Kwok-kiu enquired about the schedule of the trial scheme and the incentives that could be provided. He suggested TD buy low-floor GMBs for use by routes with such needs on a trial basis and study the effectiveness in the form of pilot scheme.

65. Mr Keith WONG responded that the Department anticipated that the report on the trial scheme would be completed within this year. He then said that members' suggestions of providing support to the operators and other relevant views would be relayed to the responsible units for follow up.

66. Mr TAM Kwok-kiu said that the use of low-floor GMBs could demonstrate social inclusion, the concept was different from that of Rehabus.

67. Mr Ramon YUEN said that TD had subsidised ferry companies to replace ferries, yet it had not provided subsidies to minibus operators.

68. Mr Keith WONG responded that the review work for the trial scheme included examining whether subsidies could be provided to the sector for buying low-floor GMBs and studying whether the operators were willing to complement with the scheme.

69. The Chairman asked members to vote on the motion in Paper 68/20. The motion was moved by Mr WONG Kit-long and seconded by Mr Jeffrey SIN. It read as follows:

“Request TD to subsidise the operators of GMBs to buy low-floor GMBs so as to encourage the sector to promote the provision of barrier-free services, conduct a comprehensive review on the ‘low-floor wheelchair accessible public light bus trial scheme’ and take the initiative to implement the policies. ”

70. The Committee voted on the motion in Paper 68/20 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 TAM Kwok-kiu, Ms Eunice CHAU, Mr Leo HO, Mr KONG Kwai-sang, Mr Andy LAO, Ms LAU Pui-yuk, Mr Jay LI, Mr MAK Wai-ming, Mr Jeffrey SIN, Mr WAI Woon-nam, Mr WONG Kit-long, Mr Ramon YUEN (17)

Against: (0)

Abstain: (0)

71. The Secretary announced the voting result: 17 members voted for it, no member voted against it and no member abstained.

72. The Chairman declared that the above motion was carried, and concluded that low-floor GMB was an essential element of a barrier-free and inclusive community. It was hoped that the Department would promote low-floor GMBs actively, especially for routes travelling to and from hospitals.

Agenda Item 3: Matters for discussion

(a) Purchase of premises for the provision of welfare facilities (PTAC Paper 98/20)

73. Mr Andy LIU introduced Paper 98/20.

74. Mr Ramon YUEN enquired about the operation of the mechanism on the highest acceptable price, the Department’s estimated timing of purchasing properties and the ratio of various age groups of the service targets of the new child care centres. He said that it was noted that a private development project which involved provision of space for welfare facilities might be cancelled, he enquired whether the Social Welfare Department (“SWD”) would fill the vacancy concerned under this programme. He said that some welfare facilities such as Support Centres for Persons with Autism were included in private

development projects, yet it would take three to five years for completion and service commencement. He opined that SWD should first arrange for purchase of premises to provide the planned services. Upon completion of the development projects, the Department could relocate the services to there and continue to provide the services concerned.

75. Ms LAM Tsz-kwan enquired whether the option of renting properties instead of acquisition had been considered in this programme. She said that the cost of purchasing properties was very high, the same amount of cost could be used for renting properties for 50 years. Although the Department might face the pressure of rental increase, it might also encounter situations such as redevelopment for purchasing properties. She then said that if the Department considered that it was more appropriate to purchase properties after taking into account various factors, she enquired how it could ensure that public money was properly used and avoid the situation of “boosting the market”.

76. Mr YEUNG Yuk said that the former elderly centre on the ground floor of Nam Cheong District Community Centre (NCDCC) had been vacant for several years. Instead of purchasing other premises, he opined that the existing resources should be used properly. He enquired about the information about the three neighbourhood centres mentioned in the paper. He also expressed concern about whether there were private properties available for sale in the vicinity of the three centres concerned or the Department was forced to choose certain properties due to very limited supply.

77. Mr TAM Kwok-kiu agreed with the views of Mr YEUNG Yuk, the Department should provide the statistics on the demand and supply of welfare facilities in the district so that members could know whether the relevant planning was appropriate. He hoped that the Department would provide more justifications to support the relevant programme.

78. Ms LAU Pui-yuk said that many welfare organisations found it difficult to set up centres in the district due to high levels of rents of private properties. She agreed with the direction of the paper, yet she opined that the content was rather brief and there were only few services which were newly introduced to SSP District under the programme. She enquired about the statistics on the services of public and private welfare organisations in SSP District and asked whether the parents/relatives resource centres (“PRCs”) mentioned in the paper could cover mental patients or provide emotional support services.

79. Mr Jay LI asked whether the Department could make reference to the approach of revitalisation of industrial buildings and provide lease incentives to commercial buildings for use by social welfare organisations. He said that the statistics in Paper 47/20 showed that there was a lack of community care facilities and residential care homes for the elderly in the district. He enquired why premises would be purchased for setting up district

centres and neighbourhood centres and why Cyber Youth Support Teams (“CYSTs”) needed individual premises. He requested SWD to explain how to determine the proposed welfare facilities in this programme.

80. Mr WAI Woon-nam said that SWD should first review the supply of government sites in the district. He enquired about the sites for the proposed welfare facilities of the programme and asked why CYSTs had to be set up in SSP District. He opined that government departments should inform each other of vacant locations for optimal use of resources. He requested SWD to provide more information.

81. Mr WONG Kit-long said that the Department would identify properties among the existing properties available for sale, yet there might not be suitable properties available for sale in the market. He was concerned that since this mechanism needed to depend on market supply, welfare facilities might be provided at unsuitable locations and could not benefit the service targets.

82. The Chairman enquired about the reasons for a rather small number of proposed facilities in SSP District under this programme, and requested SWD to give an account of the criteria on purchase of premises.

83. Mr Andy LIU gave a consolidated response as follows:

- (a) SWD determined the proposed welfare facilities in the districts after taking into account factors such as new day services with urgent needs, existing welfare facilities with inadequate space or relocation needs, the situation of the districts, the preliminary assessment on suitable premises available for use and the number of planned welfare facility projects in specified areas.
- (b) The programme concerned was a short-term measure. The first batch of properties could be purchased in the first quarter of 2021 the earliest to meet the urgent needs for welfare premises and provide the facilities concerned as soon as possible. At the same time, SWD would continue to provide welfare facilities through long and medium-term measures including identifying suitable sites in public housing development projects, private housing development projects and urban renewal projects in SSP District.
- (c) Regarding the site selection for purchase of premises under this programme, SWD would send the information about the requirements on types of properties, quantity, floor area, operation, technologies and service hours to the Government Property Agency (“GPA”). GPA would then identify suitable premises by various ways and ensure that the properties for purchase

were located within the service areas of the relevant welfare services to provide convenience to service users. To increase the number of suitable premises to choose from, GPA would identify properties through different approaches, for instance making reference to the information about the properties provided by owners or property agencies, contacting property owners directly, identifying suitable properties from advertisements for property development posted on newspapers or by developers/owners, property agencies, etc., carrying out site inspection in target areas; GPA would also openly invite property owners to provide information about their properties available for sale through its website.

- (d) GPA would identify more than one property for each proposed property for purchase for consideration as far as possible. A subcommittee formed by different levels of professional surveyors of GPA would determine the highest acceptable price for suitable premises in accordance with the established mechanism. The price of the property to be purchased must not be higher than the highest acceptable price to ensure that the property price was reasonable and consistent with the market price at that time and ensure that the situation of “paying a high price” must not occur.
- (e) Priority for purchase would be accorded to welfare facilities listed out in the paper. SWD noted the suggestions put forward by Members and would give due consideration to the suggestions under the circumstance that the available resources could be used for purchasing more premises in the future.
- (f) Through the purchase programme, SWD could provide stable premises for welfare facilities with long-term service demand and avoid the situation of increasing rents or relocation.
- (g) Concerning the operational arrangements after the purchase of premises, if the department identified permanent premises or set up sub-offices for the existing operators, the premises purchased would continue to be operated by the relevant organisations in the future. In case of new welfare facilities, suitable operators would be selected through open invitation.
- (h) In regard to the sites for Integrated Community Centres for Mental Wellness, there were a total of 24 Integrated Community Centres for Mental Wellness over the territory; 17 of which provided services in permanent premises, 5 of which had identified permanent premises and suitable premises had been reserved for the remaining 2 centres in new development and redevelopment projects preliminarily.

- (i) The purpose of purchasing premises for neighbourhood elderly centres (“NECs”) in SSP District was to identify suitable premises for centres with inadequate space for setting up sub-offices; the purpose of purchasing a premise for the CYSTs was to provide a permanent premise for the support team which did not have an individual premise.
- (j) Since residential care homes for the elderly and those for persons with disabilities required larger areas and had stricter technical and layout requirements, this programme on purchase of premises mainly covered day service facilities. Through long and medium-term strategies and by adopting a multi-pronged approach, SWD would continue to provide residential care homes for the elderly and those for persons with disabilities in the form of purpose-built homes in various types of development projects including “Government, Institution or Community” sites, public housing projects, development projects of private lands, urban renewal projects, the Government’s land sale programme, the Special Scheme on Privately Owned Sites for Welfare Uses, etc.
- (k) Concerning the properties to be purchased for use as sub-offices of NECs, the sites must be close to the existing NECs as far as possible. If the locations concerned were disclosed before purchasing the properties, the purchase prices might be affected. When selecting those centres, the Department had already conducted a preliminary assessment on the suitable premises available for use in the vicinity. If sub-offices of individual centres could not be set up through the purchase programme, SWD would continue to explore various feasible options, including assisting relevant centres in renting premises at suitable locations for setting up temporary sub-offices, so as to alleviate the situation of inadequate space and address the local service demand.

84. Ms Betty LEUNG responded that SWD continued to provide more elderly and rehabilitation services and had a keen demand for sites, thus members were welcomed to give suggestions on locations or premises including vacant government properties for welfare use for the Department’s reference. In addition, the Department also assisted non-governmental organisations in renting premises at suitable locations for setting up temporary sub-offices of NECs in order to mitigate the situation of inadequate space and meet the local service demand.

85. Ms LAM Tsz-kwan asked whether the Department had taken into account factors such as building age and redevelopment when identifying properties, and enquired about the total area of properties which it planned to purchase in SSP District. She said that the

space required by CYSTs mainly served as offices, she enquired whether it was necessary to purchase properties for the teams concerned.

86. Mr Ramon YUEN requested the Department to provide the statistics on the existing NECs which were below standards and the floor area of the properties required to be purchased. He said that the redevelopment project of Feoso Oil planned to provide special education centres and child care centres, yet the development concerned might be cancelled; he enquired about the arrangements of SWD.

87. Mr WAI Woon-nam enquired about the arrangements for NCDCC after it was vacated. He expressed concern about whether the programme could provide service locations which were more suitable for service users, and requested SWD to provide more information about the locations of the proposed properties to be purchased.

88. Mr Jay LI enquired about the demand for the services of CYSTs and the staff establishment, he also asked how the rents for leasing the properties to service organisations would be determined under the programme concerned.

89. Ms LAU Pui-yuk said that before deciding the welfare facilities to be provided in the programme concerned, it was necessary to collate information about the supply of public and private welfare services in the district and obtain information about the services that were most in demand.

90. Ms Eunice CHAU said that the programme concerned could only enhance the existing services, yet it could not handle the demands for new services or those to be planned in the future. After the Department purchased the properties, she enquired whether the properties could only be used for provision of existing services.

91. Mr TAM Kwok-kiu requested the Department to give an account of the statistics on each NEC in the district. He opined that the demand for elderly services was higher, yet the Department had not provided sufficient statistics and information to support the welfare services selected in the programme concerned. He said that currently, the Government required terms on provision of welfare facilities to be added into some development projects, he hoped that the programme would not affect the measure concerned.

92. Mr YEUNG Yuk said that time was required for constructing welfare facilities to be provided in the planned development projects, yet this did not mean that the demands for the services concerned were not urgent. He asked why this programme did not handle the demands for the services concerned first and enquired about the mechanism on selecting the services.

93. Ms LIN Wai-kwan said that CYSTs were currently attached to other service units, the scale was probably not that large. She opined that if properties were to be purchased for CYSTs, the service should be extended to other youth services as well. She enquired about the mode of operation of CYSTs and asked whether SWD would directly manage CYSTs after the teams obtained permanent premises.

94. Ms Janet NG hoped that SWD would closely follow up on members' views and provide more information so that the programme could better meet the needs of the community.

95. Mr Andy LIU gave a consolidated response as follows:

- (a) The Government would avoid selecting aged properties or properties with unsatisfactory maintenance conditions when identifying suitable properties for welfare premises.
- (b) Under the programme, the child care centre required an indoor floor area of 689 square metres; the areas of the sub-offices of NECs were 178 to 232 square metres; the area of the PRC was 221 square metres; the area for the CYSTs was 105 square metres. Apart from providing online services, CYSTs also provided services of offline meetings between social workers and service users. Hence, it was necessary to provide premises for them to provide services.
- (c) The proposed locations of premises to be purchased had not yet been finalised at the present stage, GPA was identifying suitable premises based on the requirements of SWD. Apart from launching the programme on purchase of properties, SWD would also continue to provide more suitable welfare facilities in various types of development projects through long and medium-term strategies and by adopting a multi-pronged approach at the same time.

96. Ms Betty LEUNG gave a consolidated response as follows:

- (a) Through the Internet, CYSTs took the initiative to approach and communicate with the youth and provide professional social work intervention services including services such as online and non-online counselling, group work/activities. The utilisation rate of the support teams had been rather high last year. The intervention approach of the support teams was to identify young people in need "online" and bring them "offline" so that they

could receive services as appropriate. Therefore, when considering the locations of the premises to be purchased, it was also necessary to consider the current situation of the operators in order to achieve a greater synergy effect.

- (b) For the time being, the written notification regarding the latest development of the redevelopment project of Feoso Oil had not yet been received. However, SWD would continue to identify suitable premises to provide welfare facilities.
- (c) The service facilities currently included in the programme on purchase of premises were all for day services. Since the requirements on accommodation service facilities were stricter, it was estimated that suitable premises could not be found in the short run.
- (d) Regarding members' enquiries about the services of PRCs, she explained that the service targets of PRCs were children with special educational needs, parents and relatives of persons with different types of disabilities; the resource centres mainly provided support services to them. The Department added that under this programme, properties would also be purchased for units that could not have stable premises in the short run but have urgent needs for provision of services, for instance the aforesaid PRCs.
- (e) Concerning the rehabilitation services, she said that the Department had increased service supply actively in recent years. For example, 30 quotas for special child care centres and 90 quotas for early education and training centres had already been provided in So Uk Estate; services of the same nature would also be provided in Seaside Sonata which was one of the urban renewal projects. In addition, the Department had actively provided other modes of services such as on-site pre-school rehabilitation services and the Pilot Project on Tier 1 Support Services in Kindergartens/Kindergarten-cum-Child Care Centres in order to meet the welfare needs of the public through provision of diversified services.

97. Mr Ramon YUEN said that the Lands Department ("LandsD") had already submitted the progress report on the redevelopment project of Feoso Oil, he hoped that SWD would follow up on that.

98. Mr CHUM Tak-shing said that no technical information was provided in the paper and the schedule for consulting the Council on the provision of various welfare facilities was not mentioned as well.

99. The Chairman concluded that members raised many views and enquiries about the programme, it was hoped that the Department would provide more information about the programme. Enquiries about welfare services should be followed up at the meetings of the Community Affairs Committee.

100. Mr YEUNG Yuk suggested discussing agenda items 3(c), 3(d) and 3(f) first.

101. The Committee agreed with the rearrangement for the agenda items concerned.

(c) Follow up on the provision of covers for the pavements in Sham Shui Po District (PTAC Paper 100/20)

102. The Chairman introduced Paper 100/20.

103. Mr YU Chung-him introduced Response Paper 113/20.

104. Mr CHU Man-kit introduced Response Paper 114/20.

105. Mr WAI Woon-nam said that the visually impaired persons in the district worried that after the works for covers for the pavement at Exit A of MTR Shek Kip Mei Station commenced, there would be no tactile guide path at the road section concerned; which would affect their accessibility. He enquired about the detailed information of the works for covers for the pavement at Exit B of MTR Cheung Sha Wan Station.

106. Mr Ramon YUEN enquired about the estimated tender out date of the works for covers for the pavement at Exit B of MTR Cheung Sha Wan Station.

107. Mr Jeffrey SIN said that backflow of storm water frequently occurred at the road section of Woh Chai Street near Shum Oi Church Kindergarten during rainstorms; he hoped that relevant situation could be improved when the works concerned was carried out. He then said that the pavement of Woh Chai Street was rather narrow and there were several bus stops, he suggested using thinner materials for the columns. He also enquired about the size of the current design and asked to where the bus stops and minibus stops involved in the works would be relocated. He also requested TD to study the option of widening the pavement concerned. He asked whether the drawing in the response paper was a finalised one and enquired about HD's stance on the works and design concerned.

108. Mr TAM Kwok-kiu agreed with the views of Mr WAI Woon-nam and Mr Jeffrey SIN. He expressed concern about the arrangements for the pavement during the works period and how the needs of the visually impaired persons would be addressed. He enquired about the design of the location outside the entrance/exit of Ming Yin College.

He opined that the bus stop outside Shum Oi Church should not be retained, and suggested relocating it to the lay-by outside Mei Wui House or considering consulting the public on whether to cancel the stop concerned.

109. Mr Ronald TSUI enquired about the time required for implementation of works projects which were categorised by the Department as Category B. He said that at the time when the suggestion of providing covers for the pavement at Exit B of MTR Cheung Sha Wan Station had been initially proposed, Lai Tsui Court, which was located at its vicinity, was not yet completed; he enquired whether the current design would be extended to the housing estate concerned.

110. Mr YU Chung-him responded that Members' enquiries about the works for covers for the pavement at Exit B of MTR Cheung Sha Wan Station would be relayed to the Major Works Project Management Office for follow up.

111. Mr CHU Man-kit responded that concerning the works for covers for the pavement at Exit A of MTR Shek Kip Mei Station, the tactile guide path on the road surface would be restored upon the completion of the works. The Department had also communicated with two centres for visually impaired persons in the district concerned to understand their needs. During the works period, the department would arrange for various temporary measures and remind the contractor to ensure that the existing catch pits on the road would not be affected. He said that the size of the columns of covers for the pavement was 250mm x 250mm; which was already the lower limit of the design standards. He then said that at the present stage, the relocation proposals on the bus stops during the works period were still under study and it was necessary to consult the views of bus companies, TD and the Police. Stakeholders would be notified once the proposal was endorsed by the Department. He said that the height of the covers outside Ming Yin College was 5.1 metres to avoid affecting the access of emergency vehicles and maintain the consistency of the covers at the same time. Members would be informed if more specific information about the plan became available.

112. Mr TAM Kwok-kiu said that the columns of covers for the pavement should not obstruct the sightlines of drivers and vehicular access. He enquired whether the Department could ensure that the width of the pavement would be retained during the works period and ensure pedestrian safety. He hoped that the Department would consider the suggestion of widening the pavement and handle the relocation of the bus stop outside Shum Oi Church actively.

113. Mr Jeffrey SIN suggested TD and the Highways Department ("HyD") carry out site inspection at Woh Chai Street to obtain information about the situation of the location concerned and make improvements on that. He said that the problem of illegal parking

frequently occurred at the bend of Woh Chai Street at Exit B of MTR Shek Kip Mei Station in the evenings, and hoped that the carriageway could be narrowed to widen the pavement there.

114. Mr CHU Man-kit responded that when designing the covers, the Department had particularly studied the locations of the columns to ensure that the columns would not obstruct vehicular access and the sightlines of drivers. The size of the columns outside the entrance of Ming Yin College was 400mm x 400mm.

115. Mr Jeffrey SIN added that it would take time for visually impaired persons to adapt to the alteration of the tactile guide path, he requested the Department to take the initiative to contact organisations for visually impaired persons and give an account on the temporary proposal.

116. The Chairman concluded that the departments were requested to maintain communication with the District Council (“DC”) Member of the constituency concerned regarding the works for covers for the pavement at Exit A of MTR Shek Kip Mei Station in order to obtain information about the views and needs of local residents. It was also hoped that the works for covers for the pavement at Exit B of MTR Cheung Sha Wan Station could be implemented as soon as possible and the works mentioned in this paper would continue to be followed up.

(d) When will the enhancement works for the bus waiting facilities at the bus stops be completed? (PTAC Paper 101/20)

117. Mr TAM Kwok-kiu introduced Paper 101/20.

118. Mr Keith WONG responded that under the subsidy scheme, 110 out of 152 bus stops had been installed with seats and 15 bus arrival reminding devices had been installed up until the end of September this year. As the manufacturing and installation of display panels and seats were affected by the epidemic, bus companies had commenced the works as quickly as possible after the supply of resources was back to normal. It was hoped that the whole scheme would be completed in 2021.

119. Mr Ken WONG introduced Response Paper 120/20.

120. Miss Joyce WAN introduced Response Paper 125/20.

121. Mr Joshua LI hoped that the Department and bus companies would consolidate the information concerned into a list and add the bus stop serial numbers into the list so that the locations concerned could be indicated more precisely. He said that elderly people often

waited for buses at the area of Ching Lai Commercial Centre leading to Mei Foo and at the bus stop at Ching Lai Court and therefore requested the Department and bus companies to explore the feasibility of installation of seats at those places. He then said that as the installation of display panels was subsidised by the Government, he hoped that TD would coordinate with different bus companies so that bus service information of different routes could be shown on the same display panel. He indicated that some display panels did not include information of all routes and suggested that bus service information be shown before and after the service hours of the routes concerned.

122. The Chairman said that if Members had suggestions about individual bus stops, they could collate the information concerned and pass it to suitable working groups for follow up.

123. Mr CHUM Tak Shing said that display panels were not yet installed long after covers of bus stops were built. He requested that the list concerned clearly specify whether the facilities were built with the Government's subsidies or built by bus companies on their own. He also suggested that notices indicating that some devices could not be installed be put up at covered bus stops that were newly built.

124. Mr TAM Kwok-kiu requested TD and bus companies to give written responses on the Government's subsidy scheme and the progress in building covers, so as to facilitate the provision of views by Members.

125. Mr WONG Kit-long suggested passing the issue to the Working Group on General Transport Facilities ("WGGTF") for follow up.

126. Mr Ramon YUEN agreed with Mr WONG Kit-long's view. He enquired if the newly established bus stops in the district could be included in the subsidy scheme.

127. Mr Keith WONG responded that he would request bus companies to compile the list as per Members' suggestions.

128. Ms Rennis LIP responded that regarding the installation of seats and real-time bus stop announcement devices at bus stops, the bus company would submit applications to TD first to explore the feasibility, for example, the width of pedestrian walkways could not be less than 1.5 meters after installation of seats. She then said that KMB had submitted applications to TD for the works of the second phase according to the schedule and the works had been approved between late last year and early this year. However, as the supply of materials was affected by the epidemic, KMB and the contractors would complete the works of the second phase as quickly as possible. The bus company would focus its resources to deal with the bus stop locations under the subsidy scheme first and then, after completion of the works, deal with other bus stop locations based on allocation of resources.

129. Miss Joyce WAN responded that when it came to addition of seats, apart from giving consideration to the volume of foot traffic at bus stops and whether covers had already been built, it was also necessary to ensure that there would be sufficient space for wheelchairs to pass through after installation of seats. She then said that the bus company would review if concrete benches could be added to the old-styled bus terminuses in the district and would report the progress, if any, to the Committee.

130. Mr Jeffrey SIN indicated that some bus stops were affected by illegal parking, resulting in buses stopponing in the middle of roads but not at bus stops, and therefore chaos was caused when passengers went to board the buses. He hoped that TD would pay attention to such situations.

131. Mr TAM Kwok-kiu hoped that the works progress would be speeded up and opined that existing covers should be checked while bus waiting facilities should be improved adopting a multi-pronged approach.

132. The Chairman concluded that bus waiting facilities could benefit many residents. It was hoped that bus companies and TD could speed up the progress in building bus waiting facilities at the bus stops under the subsidy scheme. Also, it was hoped that this issue could be passed to working groups for follow up.

133. Mr Kalvin HO said that WGGTF was established for the purpose of following up on barrier free transport-related facilities, and the bus waiting facilities concerned fell into the area of public transport services.

134. Mr Ramon YUEN said that WGPTS needed to follow up on quite a lot of matters and therefore suggested that the workload in handling the Committee's affairs be shared between the two working groups.

135. The Chairman said that when endorsing the structure, the Committee had discussed the specific duties of working groups and would distinguish the work of one working group from that of another using hardware facilities and software services.

136. Mr WONG Kit-long stated the duties of the two working groups.

137. Mr TAM Kwok-kiu opined that the Committee could explore the way to follow up after the Department had submitted the list.

138. The Chairman decided that that the matter would be discussed later.

(f) Improving the ancillary transport facilities of So Uk Arranging the diversion of

alternative bus route no. 970X (PTAC Paper 103/20)

139. Mr Leo HO introduced Paper 103/20.

140. Mr Keith WONG responded that the changes to bus route number 970X were part of the Bus Route Planning Programme, which involved many DCs and needed to be implemented early. TD would monitor passengers' travelling patterns after the changes were made and would consider measures if passengers' needs were found not to be satisfied, including widening the scope of the interchange discount, having the first service left earlier, increasing the service frequency, etc..

141. Mr PANG Chun-ho responded that he would study the measures with TD and hoped to satisfy passengers' needs where feasible.

142. Mr Ramon YUEN said that the changes to bus route number 970X could facilitate people travelling to and from the commercial and trade areas in Lai Chi Kok and it was learnt that local residents welcomed the changes.

143. Ms LAU Pui-yuk said that she hoped the Department would provide alternatives to residents of So Uk Estate, fully consult residents when reviewing bus routes and provide transitional measures during this period.

144. Mr Keith WONG responded that he would convey Members' views and the community's needs to the colleagues responsible for bus route development in the Department.

145. The Chairman concluded that bus route number 970X was the first choice of bus route of residents in the district when they travelled to Hong Kong Island and extending it to the commercial and trade areas could benefit more people. It was hoped that the Department would consider the suggestions in the paper and assess different parties' needs.

(b) Concern over the progress on the "Consultancy Study on Enhancing Walkability in Hong Kong" and the problem of the overcrowded pavement at Nam Cheong Street (PTAC Paper 99/20)

146. Ms LAM Tsz-kwan introduced Paper 99/20.

147. Mr TAM Kwok-kiu added that the paper proposed to modify the layout of the sitting-out area and the carriageway instead of cancelling the original suggestion of TD.

148. Miss Patsy LO introduced Response Paper 117/20.

149. Mr NG Chi-sing introduced Response Paper 118/20 and said that the number of fixed penalty tickets issued should be 5 468. He then introduced Response Paper 119/20.

150. Mr Jay LI expressed concern over frequent occurrence of the illegal parking problem at the junction of Maple Street, Ki Lung Street and Boundary Street; there were planters at the roadside as well. He opined that the walkability could not be enhanced even if TD removed the 24-hour no stopping sign. He pointed out that the road surface of Nam Cheong Street was rather narrow, it was necessary to solve the problem of the overcrowded pavements first. For example, the area of the sitting-out area in the middle could be reduced to widen the pavements.

151. Mr WONG Kit-long said that the reply submitted by the Hong Kong Police Force (“HKPF”) did not respond to the enquiries of WGPTS, he hoped that the Police would give a report by using the form provided by WGPTS.

152. Mr Ramon YUEN enquired about the number of traffic signs removed by TD.

153. Ms LAM Tsz-kwan said that if the pavements of Nam Cheong Street were widened but the problem of narrow carriageway remained unresolved, this would worsen the situation of traffic congestion. She hoped that the Department would actively study the option of relocating the sitting-out area to the pavements on the two sides.

154. Mr TAM Kwok-kiu agreed with the views of Ms LAM Tsz-kwan and said that railings could be provided after relocation of the sitting-out area to the two sides. He opined that the Department could explore ways to solve technical difficulties, and suggested the Department incorporate Members’ views into the considerations of Stage 2.

155. Ms LAU Pui-yuk agreed with the concept of Nam Cheong Street green corridor, yet TD had not taken into account the actual situation such as commercial activities, illegal parking and street obstruction. She said that the widening of pavements would only result in the situation of logistics or loading/unloading activities being taken place on pavements instead, it was necessary for government departments to work together and take enforcement actions.

156. Miss Patsy LO responded that Members’ views would be relayed to Task Force/Walkability for follow up and giving replies.

157. Mr NG Chi-sing responded that the Police usually conducted traffic control work at several streets, the presentation would be clearer after consolidating the figures. The Police would continue to take enforcement actions in the vicinity of Hai Tan Street and Yee Kuk Street.

158. Mr TAM Kwok-kiu suggested constructing a footbridge at Nam Cheong Street. At the same time, he requested the Department to consider improvement proposals actively and carry out detailed studies.

159. Ms LAU Pui-yuk enquired about the figures on the Police's enforcement actions taken against illegal parking at the road section from Ki Lung Street to Lai Chi Kok Road. She hoped that TD could study how to increase public space.

160. Mr NG Chi-sing responded that the Police would continue to step up efforts in combating illegal parking, vehicles would be towed away if they caused serious obstruction to traffic.

161. The Chairman concluded that the objective of the study concerned was to enhance the walkability of the district and enable members of the public to walk to various places in the district more comfortably. It was hoped that the Department could properly handle the situation of overcrowded pavements at Nam Cheong Street and consider Members' views carefully. The Committee also expressed concerns over the problem of illegal parking in the district and hoped that the departments would continue to follow up on the problem.

(e) No improvement at all after being delayed for five years Provision of parking spaces should not be stalled Request for providing public parking spaces for motorcycles in Fu Cheong area (PTAC Paper 102/20)

162. Mr WONG Kit-long introduced Paper 102/20.

163. Ms Cecilia LAW responded that in regard to the matter of provision of public parking spaces for motorcycles in Fu Cheong area, TD had conducted studies earlier at the two locations proposed in the paper including a section underneath Tung Chau Street Flyover near West Kowloon Law Courts and Tonkin Street West near the area of Fu Leung House of Fu Cheong Estate. She then said that in early years, the Department had actively searched for suitable locations in the vicinity of Fu Cheong area to provide public parking spaces for motorcycles. In June 2017, it had proposed the suggestion of providing 16 parking spaces for motorcycles underneath Tung Chau Street Flyover near the junction of Tonkin Street. When the Department was consulting relevant government departments and organisations on their views on the suggestion concerned, it had received the views from the Judiciary Administration that it was considered that the provision of parking spaces for motorcycles at the above location would affect the traffic turning from Tonkin Street to Tung Chau Street and the vehicular access of the Law Courts Building nearby. After carrying out an assessment, the Department had proposed to relocate the parking spaces for motorcycles concerned to a location near Fat Tseung Street. The location concerned was further away from the vehicular run-in/out of the Judiciary and the number

of parking spaces for motorcycles to be provided could increase from 16 to 36. The Department had reached a consensus with the then DC Member of the constituency concerned, HKPF and the Judiciary, and issued a Works Request Form to HyD in 2019 for carrying out the works.

164. Mr YEUNG Yuk said that Fu Cheong Estate and Wing Cheong Estate were located adjacent to the West Rail Station, sufficient parking spaces for motorcycles should be provided so that members of the public could park their motorcycles at there and interchange with rail transport. He opined that parking spaces for motorcycles should be provided in the vicinity of every West Rail Station.

165. Mr TAM Kwok-kiu opined that the Department should take the initiative to seek vacant lands and suggested converting the roundabout at Sai Chuen Road to parking spaces.

166. Ms Janet NG said that a traffic hub should provide comprehensive transport ancillary facilities including parking spaces.

167. Mr WONG Kit-long said that there was a vacant site at Tonkin Street West near the entrance of Route 3, he suggested using the site for providing parking spaces to facilitate the public interchanging with rail transport.

168. Ms Cecilia LAW responded that when handling new planning projects, the Department would request the provision of parking spaces of the amount which met the upper limit of the Hong Kong Planning Standards and Guidelines (“HKPSG”). She then said that after carrying out site inspection, it was found that a few vacant spaces at the roundabout at Sai Chuen Road could be used for providing temporary parking spaces for motorcycles until the time when the location needed to be prepared for long-term development. TD was providing various types of parking spaces in the district actively and would report to the Council if there were further updates.

169. The Chairman asked Members to vote on the motion in Paper 102/20. The motion was moved by Mr WONG Kit-long and seconded by Mr Jeffrey SIN. It read as follows:

“TD must conduct a study on the parking spaces for motorcycles in Fu Cheong area within the current DC term and carry out the works as soon as possible to alleviate the prolonged problem of insufficient parking spaces for motorcycles in the district. ”

170. The Committee voted on the motion in Paper 102/20 by open ballot, the voting result was as follows:

For: Ms Zoé CHOW, Mr YEUNG Yuk, Ms Janet NG, Mr CHUM Tak-shing, Mr TAM Kwok-kiu, Ms Eunice CHAU, Mr Calvin HO, Mr Leo HO, Mr Andy LAO, Ms LAU Pui-yuk, Mr Leos LEE, Mr Richard LI, Mr Jay LI, Mr Jeffrey SIN, Mr WONG Kit-long, Mr Ramon YUEN (16)

Against: (0)

Abstain: (0)

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

172. The Chairman declared that the above motion was carried, and concluded that the Department were requested to maintain close communication with the DC Members of the constituencies concerned and follow up on the matter of increasing the number of parking spaces for motorcycles in the district actively in order to alleviate the problem of illegal parking.

(g) Vehicles fighting for lanes at the end of Yen Chow Street and causing collision Urging the authorities to improve the arrangement for the change from two lanes into five lanes at Castle Peak Road westbound for road safety (PTAC Paper 104/20)

173. Mr Andy LAO introduced Paper 104/20.

174. Mr Leos LEE added that the paper only mentioned the figures on reported traffic accidents and did not compile figures on incidents with no injuries. He said that in-situ measurements showed that the road section concerned was only 5.5 meters in width and coaches would easily mount the pavement when making the turn. He suggested reducing the area of the planter there to widen drivers' line of sight or narrowing the upslope pavement to widen the lanes.

175. Miss Patsy LO responded that TD would study the suggestions about the arrangement for the change of lanes from Castle Peak Road to Yen Chow Street and the widening of lanes, as well as arrange on-site inspections and compile figures on vehicle and foot traffic.

176. Ms Janet NG said that the earlier planning for the area was to build a college and therefore the pavement there was wider, but the use of the area had been changed. She hoped to join the site inspections.

177. Mr Leos LEE said that drivers' view could easily be obstructed when they were turning on that road section and as the road after that turn was sloped, they might not be able to stop in time even if they saw there were pedestrians or other situations on the road. He hoped that departments would review the location concerned as quickly as possible to prevent accidents.

178. Mr Andy LAO said that vehicles were often parked illegally at the roadside in that area, which would obstruct the turning of vehicles.

179. Miss Patsy LO responded that if the pavement outside Wing Shing Building was to be narrowed so that the lanes could be widened, facilities such as traffic lights and railings would need to be relocated. TD would request HyD to carry out investigations to understand the feasibility. She then said that generally speaking, for newly built district distributor roads in urban areas, if it was a dual carriageway, the minimum width of the two lanes should be 6.75 meters.

180. Mr Leos LEE reiterated that the narrowest part of that road section was less than 6 meters.

181. The Chairman concluded that the Department was requested to carry out on-site inspections with the Member of the constituency concerned and study how to improve the traffic safety of that area so as to prevent accidents.

(i) Concern over a short-term tenancy site in Shek Kip Mei and concern over the slope safety in the district (PTAC Paper 106/20)

182. Mr Jeffrey SIN introduced Paper 106/20.

183. The Chairman said that before the meeting, the Secretariat had invited the representatives from LandsD to the meeting but the Department declined. She asked members to refer to Response Paper 122/20 of LandsD.

184. Mr KONG Ka-fai introduced Response Paper 123/20.

185. Mr YU Chung-him introduced Response Paper 124/20.

186. Mr Jeffrey SIN enquired whether the maintenance responsibility for slopes on government land was borne by the Civil Engineering and Development Department ("CEDD") even if they were in sites leased out under short-term tenancies.

187. Mr TAM Kwok-kiu was concerned whether that area should continue to be used as a

site for the temple and whether environmental problems would be caused. At Exit B of MTR Shek Kip Mei Station, there were rocks falling down the slope of Mission Hill and he enquired about the conditions of that slope.

188. Mr KONG Ka-fai responded that relevant departments were responsible for the maintenance of government slopes. If the site concerned was leased out, matters would be handled according to the tenancy terms. If Members had other enquiries about slope maintenance, they could contact him after the meeting for follow up.

[Post-meeting note: CEDD said that information about slope maintenance was accessible via the Slope Maintenance Responsibility Information System (<http://www2.slope.landsd.gov.hk/smr/s/>) of LandsD.]

189. The Chairman concluded that it was hoped that departments would pay closer attention to the conditions of slopes in the district so as to protect the safety of the public and their property.

(j) Expressing continuous concerns about the site reserved for police station next to Nam Cheong Park and propose that the site of the former Shek Kip Mei Police Station be rezoned (PTAC Paper 107/20)

190. Mr Jeffrey SIN introduced Paper 107/20.

191. The Chairman said that before the meeting, the Secretariat had invited the representatives from GPA to the meeting but GPA declined. She asked members to refer to Response Paper 116/20 of GPA.

192. Mr FUNG Chi-keong introduced Response Paper 115/20.

193. Mr LAM Sai-fung responded that the Police planned to construct the Kowloon West Regional Headquarters and Operational Base cum Tai Kok Tsui Divisional Police Station of the Hong Kong Police Force at the reserved site at Sham Mong Road and Hoi Fai Road, while the area of the existing Mong Kok Police District would be re-planned and divided into Mong Kong Division and Tai Kok Tsui Division. The above project was still in an early stage and the proposed implementation timetable was being reviewed. The Police would consult DC about the project with the Architectural Services Department in due course. According to the information of PlanD, Tai Kok Tsui had reached the standards in HKPSG for establishment of a divisional police station, which was one for every 100 000 to 200 000 persons. He then said that between 2017 and 2019, the number of cases reported to the Shek Kip Mei Reporting Centre was about 1 000 per year and it was temporarily closed from March 2020 until further notice because the Police needed to focus its

manpower on the handling of public activities. PF-D67 was the project for fitting out of accommodation at the former Shek Kip Mei Police Station, which was the current Shek Kip Mei Reporting Centre and Police Tactical Unit Kowloon West Operational Base. The project was carried out in the hope that the Police Tactical Unit Operational Contingents could be accommodated and the works concerned were carried out between April 2016 and February 2017.

194. Mr WAI woon-nam enquired whether the Tai Kok Tsui Divisional Police Station could be built in Yau Tsim Mong District instead of SSP District and whether the site next to Nam Cheong Park could be used as the Police Tactical Unit Kowloon West Operational Base.

195. Mr Jeffrey SIN hoped that the site of the former Shek Kip Mei Police Station could be vacated so that it could be used to provide parking spaces. He had doubts about having two operational bases in SSP District.

196. Mr TAM Kwok-kiu did not agree with the establishment of Tai Kok Tsui Divisional Police Station in SSP District. He said that the usage rate of the Shek Kip Mei Reporting Centre was on the low side and hoped that the use of it could be changed, for example, using providing welfare facilities, etc.

197. Mr LAM Sai-fung responded that further progress, if any, would be reported to DC.

198. Mr FUNG Chi-keong responded that regarding the facilities suggested by Members to be developed on the site of the former Shek Kip Mei Police Station, they belonged to the “uses always permitted” according to the outline zoning plan and whether the suggestions would be implemented or not depended on whether other arrangements had been planned for the existing facilities and whether there were relevant departments that had received policy support to propose and implement the projects.

199. Mr Jeffrey SIN requested the Police to have closer communication with DC.

200. The Chairman concluded that the Committee was concerned about the site next to Nam Cheong Park and the delineation of border of the new police district. It was hoped that departments would consider members’ views and provide new information proactively.

(k) Concern over the former North Kowloon Magistracy to be revitalised again – community engagement is a must (PTAC Paper 108/20)

201. Mr Kalvin HO introduced Paper 108/20.

202. The Chairman said that before the meeting, the Secretariat had invited the representatives of the Commissioner for Heritage's Office of the Development Bureau to the meeting but were declined by the parties concerned due to other commitments. She asked members to refer to Response Paper 121/20 of the Office.

203. Mr Jeffrey SIN supported the views in the paper. He pointed out that the Jockey Club Creative Arts Centre, Mei Ho House, etc also located in Sham Shui Po East, which could form a cultural community. He suggested converting the former North Kowloon Magistracy into a theatre or a cultural museum of songs, movies and television programs to integrate the community's needs with heritage conservation.

204. Mr Jay LI said that the Jockey Club Creative Arts Centre, Mei Ho House and the former North Kowloon Magistracy formed a cultural conservation circle in Sham Shui Po. He then said that as the maintenance costs of historical buildings were high, bidding organisations needed to be financially sound, resulting in few eligible organisations. He opined that the Government's conservation policy only required the operating organisations to be self-financing but did not shoulder the maintenance costs of historical buildings. He said that Mei Ho House was relatively successful because it provided different types of services and organised activities frequently for forming links with the society. He hoped that the Government would review the policy and take the initiative to take more responsibility for the maintenance of historical buildings.

205. Mr Calvin HO said that the Government handled the former North Kowloon Magistracy by putting it up for lease, which was a failed attempt to conserve the building because no efforts had ever been made to promote messages about culture, creativity, arts, etc. in the building before. He opined that the mode of conservation of historical buildings should be changed and these buildings should be revitalised in a way that respond to the community's needs.

206. Ms LAM Tsz-kwan said that Savannah suffered a loss of \$300 million after 10 years of operation. She was concerned whether the maintenance costs of the former North Kowloon Magistracy building were too high and whether the Government placed more importance on bidding organisations' financial conditions when screening them. She hoped that the Department would provide more information about maintenance of historical buildings.

207. Mr Jeffrey SIN said that in recent years, some places in the district had gradually developed into places with a strong cultural atmosphere, such as Tai Nan Street. He opined that the Government should not only outsource the running of historical buildings and lease them out but should also take the conservation responsibility. He also suggested that the Government use the approach adopted for cultural and creative parks in Taipei as reference.

208. Mr Jay LI said that the methadone clinic at Yee Kuk Street was formerly the Sham Shui Po Public Dispensary, which was also a building with historical significance, but in view of its current use, the building could not be opened up for use by the entire community so it was not a good example of building revitalisation.

209. The Chairman asked members to vote on the motion in Paper 108/20. The motion was moved by Mr Kalvin HO and seconded by Mr Jay LI. It read as follows:

“This Committee requests that the Antiquities and Monuments Office and the Advisory Committee on Built Heritage Conservation must consider the needs of the community and residents nearby when considering applications for Batch VI of the Revitalising Historic Buildings Through Partnership Scheme - the site of the former North Kowloon Magistracy, including but not limited to using the building as a venue for education of the Sham Shui Po community’s history, education of the Judiciary’s history, culture, operas, performances and arts.”

210. The Committee voted on the motion in Paper 108/20 by open ballot, the voting result was as follows:

For: Ms Zoé CHOW, Mr YEUNG Yuk, Ms Janet NG, Mr Joshua LI, Mr CHUM Tak-shing, Mr TAM Kwok-kiu, Ms Eunice CHAU, Mr Kalvin HO, Mr KONG Kwai-sang, Mr Richard LI, Mr Jay LI, Mr Jeffrey SIN, Mr WAI Woon-nam, Mr WONG Kit-long, Mr Ramon YUEN (15)

Against: (0)

Abstain: (0)

211. The Secretary announced the voting result: 15 members voted for it, no member voted against it and no member abstained.

212. The Chairman declared that the above motion was carried, and concluded that the Committee was concerned about the heritage conservation in the district and opined that promotional efforts should be increased while the buildings concerned should be opened up for public visits and use.

(1) Request for setting up a “working group on information about planning and development” and establishing a map-based platform to facilitate searching of information (PTAC Paper 109/20)

213. Mr Ramon YUEN introduced Paper 109/20.

214. The Chairman said that the content of the paper belonged to the Committee's affairs. She asked members to first discuss the motion and if the motion was carried, discuss the terms of reference then.

215. Mr Ramon YUEN added that other useful information in the community could also be disseminated through the proposed working group.

216. Mr Jay LI said that he hoped that the proposed working group could provide an open platform for dissemination of information about the planning in the district.

217. Assistant District Officer 1 said that he respected the setting up of a working group in accordance with the established procedures of the Sham Shui Po District Council Standing Orders ("the Standing Orders") by members, and would communicate with relevant members if necessary to ensure that the terms of reference of the proposed working group were in compliance with the prevailing guidelines, including the Standing Orders, the District Councils Ordinance, etc.

218. The Chairman asked members to vote on the motion in Paper 109/20. The motion was moved by Mr Ramon YUEN and seconded by Mr Jay LI. It read as follows:

"To facilitate the public's understanding of the planning, development, district works or matters in SSP District, DC and PTAC set up the Working Group on Information about Planning and Development and allocate \$200,000 to it for carrying out work such as establishing a map-based platform/website and organising workshops."

219. The Committee voted on the motion in Paper 109/20 by open ballot, the voting result was as follows:

For: Ms Zoé CHOW, Mr YEUNG Yuk, Ms Janet NG, Mr Joshua LI,
Mr CHUM Tak-shing, Mr TAM Kwok-kiu, Ms Eunice CHAU,
Mr Calvin HO, Mr KONG Kwai-sang, Mr Richard LI, Mr Jay LI,
Mr Jeffrey SIN, Mr WAI Woon-nam, Mr WONG Kit-long,
Mr Ramon YUEN (15)

Against: (0)

Abstain: (0)

220. The Secretary announced the voting result: 15 members voted for it, no member voted against it and no member abstained.

221. The Chairman declared that the above motion was carried, and concluded that it was hoped that the working group could serve the functions of an open platform so that the public could access information about the planning and development in the district more easily.

222. Mr TAM Kwok-kiu said that views on the terms of reference, if any, should be put forward as early as possible and could also be raised in the meetings of the working group. He proposed electing the chairman of the working group on the spot.

223. The Chairman asked members to make nominations for the Chairman of the Working Group on Information about Planning and Development.

224. Mr Ramon YUEN nominated Mr Jay LI for the chairman.

225. Mr Jay LI accepted the nomination.

226. The Committee agreed with the above nomination unanimously.

227. The Chairman said that since only Mr Jay LI was nominated, she announced that Mr Jay LI was elected as the Chairman of the Working Group on Information about Planning and Development.

Agenda Item 4: Follow-up matters

(a) List of follow-up actions for matters of discussion at PTAC meeting (PTAC Paper 110/20)

228. Mr Ramon YUEN enquired about the newest arrangements for the redevelopment project of Feoso Oil and the relevant mechanism.

229. Mr TAM Kwok-kiu enquired whether departments would help public utility companies to relocate underground pipelines regarding the redevelopment of So Uk Estate Bus Terminus.

230. Mr FUNG Chi-keong responded that he had no information to add regarding the redevelopment project of Feoso Oil, and the Department did not have information that could indicate the reason for the developer's withdrawal of their land exchange application.

Within the validity period of planning permission, the applicant could continue to make land change applications or submit building plans. He then said that the validity period of relevant planning permission was generally four years.

231. Mr Ramon YUEN enquired what would happen after the expiry of the validity period of planning permission.

232. Mr FUNG Chi-keong responded that after the expiry of the validity period, if the applicant still did not commence the development concerned, the planning permission would become invalid; according to the existing mechanism, the applicant could apply for an extension of time for commencement of development and the Department would examine if the application was reasonable.

233. Mr YU Chung-him responded that as the electrical installations and guard kiosk of So Uk Estate Bus Terminus belonged to the bus company, HyD would commence the works as soon as possible after relevant facilities were relocated.

234. Mr TAM Kwok-kiu enquired about the schedule of the works for So Uk Estate Bus Terminus. He then said that he hoped TD would follow up on the suggestion of no right turn at the entrance/exit of the car park of Mei Leong House proactively. He also enquired about the schedule of the works at Lung Chu Street.

235. Miss Patsy LO responded that during the consultation about the traffic improvement suggestion for the entrance/exit of the car park of Mei Leong House, opposing views were received from users of that car park. The Department understood that users of that carpark were also stakeholders of Shek Kip Mei Estate of HD and therefore opined that the views should be passed to HD for their consideration and follow up. If HD can address the aforesaid stakeholders' opposing views and supported the proposal of no right turn by vehicles, TD would be willing to arrange the commencement of the works concerned to help with HD's management of the entrance/exit of the car park of Mei Leong House.

236. Mr YU Chung-him responded that he would continue to liaise with the bus companies to obtain details about the relocation arrangements for the electrical installations and guard kiosk, with a view to commencing the works for So Uk Estate Bus Terminus as soon as possible. He then said that the widening works for the lay-by of the bus stop outside Tung Fai House in Tai Hang Tung required the relocation of numerous underground pipelines. As underground space of the existing public pavements was already full of pipelines, public utility companies needed to further examine the feasibility of relocating electric cables to the Tai Hang Tung Estate Playground No. 2 area and it was necessary to apply to relevant departments for use of land. Also, the proposed routing would result in

pipelines being relatively close to the existing trees after relocation and therefore discussion and assessment with relevant departments about the impact of the relocation proposal to tree roots might be required.

237. Mr TAM Kwok-kiu said that departments should consider comprehensively when studying works proposals to avoid putting in twice the effort for half the result. He reiterated that the problem about the entrance/exit of the car park of Mei Leong House was a traffic safety issue and therefore the improvement work concerned should be led by TD.

238. Mr FUNG Chi-keong added the confirmation that the validity period of the planning permission approved for the redevelopment project of Feoso Oil lasted until 22 September 2021.

(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 111/20)

239. Ms Janet NG asked TD about the progress of the works for the provision of a lift at Exit A of MTR Mei Foo Station.

240. Ms Cecilia LAW responded that TD had processed all the temporary traffic diversion suggestions submitted by the MTR Corporation and she did not know the reason of not commencing the works.

241. Ms Janet NG said that the MTR Corporation indicated that they were still awaiting departments' approval for the works.

242. Ms Cecilia LAW responded that she could follow it up with Members and the MTR Corporation.

Agenda Item 5: Report from Working Groups under the Committee

(a) Report from the Working Group on Public Transport Services (PTAC Paper 112/20)

243. The Committee endorsed the above report.

Agenda Item 6: Any other business

244. Ms LAM Tsz-kwan made a follow-up enquiry asking if PlanD could give reports on outline zoning plans regularly and said that even if there were no updates, the Department

could still submit reports to the Committee.

245. Mr FUNG Chi-keong responded that as the information concerned would not be updated on regular basis, reports would be made to DC when there were significant changes.

246. The Chairman said that she hoped members could finish the discussion within the estimated time. She then said that she hoped that the duties of WGPTS and WGGTF could be clarified.

247. Mr WONG Kit-long said that issues related to waiting facilities of bus stops should be passed to WGGTF for follow up.

248. Mr Calvin HO said that the last-term DC had established the Non-Standing Working Group on Barrier Free Transport-related Facilities (“WGBFTF”) for the purpose of discussing transport support for visually impaired people in a focused manner. He then said it was not unacceptable for the current-term DC to decide which working group should handle a piece of work based on whether it was about software or hardware issue.

249. The Chairman said that when planning the work of the working groups, the current-term Committee had indicated that issues related to transport services would be passed to WGPTS for follow up and those related to hardware facilities would be passed to WGGTF for follow up. She hoped that some issues could be passed to the working groups for handling so that the workload of the Committee could be reduced.

250. Mr Ramon YUEN said that matters relating to planning were added to the duties of the current-term Committee, and agreed that the working groups could assist the Committee. He therefore opined that the division of work should be clearer.

251. Mr YEUNG Yuk agreed with the Chairman’s view and said that the working groups could share part of the workload of the Committee.

252. Mr TAM Kwok-kiu said that the original intent of changing the name of WGBFTF was to use inclusive wording. He then said that the Committee could decide how to follow up after the Department had submitted information.

253. The Committee agreed the division of work of the working groups.

254. The Chairman said that the follow-up work on Paper 101/20 would be passed to WGGTF for handling.

Agenda Item 7: Date of next meeting

255. The next meeting would be held at 9:30 a.m. on 10 December 2020 (Thursday).

256. There being no other business, the meeting ended at 6:15 p.m.

District Council Secretariat
Sham Shui Po District Office
December 2020