

(Translation)

Minutes of the 6th and 7th Meeting of the Planning Development and Transport Affairs  
Committee of Sham Shui Po District Council (6th Term)

Date : 25 February 2021 (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 12:15 p.m.)  
Mr HO Kwan-chau, Leo (Left at 11:55 a.m.)  
Mr KONG Kwai-sang (Arrived at 11 a.m.)  
Mr LAO Ka-hang, Andy (Arrived at 9:40 a.m.)  
Ms LAU Pui-yuk, MH (Left at 1:10 p.m.)  
Mr LEE Man-ho, Leos (Arrived at 9:50 a.m.)  
Mr LI Chun-hei, Joshua  
Mr LI Kwing, Richard (Left at 1:05 p.m.)  
Mr LI Ting-fung, Jay  
Mr MAK Wai-ming (Left at 12:45 p.m.)  
Ms NG Mei, Carman  
Ms NG Yuet-lan, Janet  
Mr SIN Kam-ho, Jeffrey (Arrived at 11:07 a.m.)  
Mr TAM Kwok-kiu, MH, JP (Arrived at 10 a.m.)  
Mr WAI Woon-nam (Left at 1 p.m.)  
Mr WONG Kit-long (Arrived at 10 a.m.)  
Mr YEUNG Yuk (Arrived at 10 a.m.)  
Mr YUEN Hoi-man, Ramon (Left at 1:05 p.m.)

Co-opted Members

Ms LAM Tsz-kwan  
Ms LIN Wai-kwan (Arrived at 9:35 a.m.)

In Attendance

Mr LEE Wai-yin, Brett	Assistant District Officer (Sham Shui Po) 1
Miss HO Yuen-ching, Jessica	Senior Town Planner/Sham Shui Po, Planning Department
Mr WONG Chi-tak, Keith	Senior Transport Officer/Sham Shui Po, Transport Department
Mr LAM Tak, Eric	Engineer/Housing and Planning 2/Kowloon, Transport Department
Mr CHAN Sze-ho	Engineer/Sham Shui Po, Transport Department
Mr YU Chung-him	District Engineer/Sham Shui Po, Highways Department
Mr LEE Kwan-hon, Ricky	District Engineer/Lai Chi Kok, Highways Department
Mr LAM Sai-fung	Assistant District Operational Officer, Sham Shui Po District, Hong Kong Police Force
Mr NG Chi-sing	Officer in-charge of District Traffic Team, Sham Shui Po District, Hong Kong Police Force
Mr Ken WONG	Manager (Operations), Kowloon Motor Bus Company (1933) Limited
Ms Rennis LIP	Senior Officer, Corporate Communications and Public Affairs Department (Public Affairs), Kowloon Motor Bus Company (1933) Limited
Mr Bryce WONG	Senior Operations Officer, New World First Bus Services Limited

Secretary

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

Member

Mr TSUI Yat-hin, Ronald

Absent

Members

Mr HO Kai-ming, Calvin  
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 sixth and seventh meeting of the Planning Development and Transport Affairs Committee (“PTAC”) of the sixth term of the Sham Shui Po District Council. She also welcomed Mr CHAN Sze-ho, Engineer/Sham Shui Po of the Transport Department (“TD”) to attend future meetings in place of Miss LO Ka-wai, Patsy. Besides, Mr Eric LAM, Engineer/Housing and Planning 2/Kowloon of TD would attend this meeting in place of Ms LAW Ming-chu, Cecilia.

2. Mr Ramon YUEN invoked Order 29 of the Sham Shui Po District Council Standing Orders and requested for making a verbal statement. He had notified the Secretary of the request concerned before the meeting, the verbal statement read as follows:

“The Secretariat has not included my paper which was discussed at the meeting of the Planning Development and Transport Affairs Committee on 10 December 2020 in the matters arising of today’s meeting and has not put any of my related views on record. In this connection, I have to make a statement so that other Members and the public will note the views that I raised and my views can be put on record clearly. The content is as follows: I hereby state that I raised enquiries about the Government’s mechanism and procedure for selecting the third pavement in Sham Shui Po District to be provided with covers (Lai Wan Road), including the mechanism that the Government, the Bureau and the Highways Department had made reference to when selecting a section of Lai Wan Road as the third pavement to be provided with covers as well as the reasons for not consulting afresh the views of the District Council during site selection. I also asked about the amount of resources that the Government is currently using for providing covers in the community. However, no reply has been received from the Transport Department or the Bureau; I express strong dissatisfaction with that. At the same time, Mr Joshua LI’s proposal on following up on the progress of the installation of seats and real-time bus arrival information display panels at covered bus stops. I raised the views that it was found that bus companies had removed some seats and failed to reinstall them promptly, the reason behind was attributed to advertisement income; which did not serve the public interest.”

Agenda Item 1: Confirmation of minutes of the 5th meeting held on 15 October 2020

3. The Committee confirmed the above minutes.

Agenda Item 2: The Chairman’s report

4. The Chairman presented Paper 140/20; she said that she had reservation on the site selection for the works concerned and hoped that the departments would give a reply in

respect of the enquiries in the paper. She then presented Paper 141/20; she said that similar issues had already been discussed at the meetings of another committee, thus she had nothing to add. She then presented Paper 142/20, the paper concerned would be discussed at this meeting. She then presented Paper 143/20 and hoped that the departments would strengthen communication with community representatives before commencement of the works. She then presented Paper 144/20 and said that the departments should inform the District Council (“DC”) Member of the constituency concerned of the commencement of the works in advance. She then presented Paper 145/20; she opined that the consultation work of the departments was inadequate and hoped that TD would follow up on that. She then presented Papers 146/20 and 147/20; she hoped to carry out site inspections on the locations of bus stops/minibus stops and the situation of the pavement at Woh Chai Street with the departments. She then presented Paper 148/20 and hoped that TD and the bus companies would consider the suggestions in the paper. She then presented Paper 149/20 and said that she agreed with the suggestions in the paper. She then presented Paper 150/20; she hoped that TD would alleviate the illegal parking problem and enquired about the progress of enhancement of the pedestrian crossings. She then presented Paper 151/20 and hoped that relevant departments would follow up on the suggestions in the paper to alleviate the situation of jaywalking. She then presented Paper 152/20; she said that the noise of highway should be taken into consideration during planning and hoped that the Average Speed Camera System Trial Scheme of West Kowloon Corridor could be extended to West Kowloon Highway. She then presented Paper 153/20; she hoped that the departments would follow up on the situation of the locations mentioned in the paper and step up efforts in tackling the problem of motorcycles not roadworthy. She then presented Paper 154/20 and hoped that the situation of insufficient parking spaces could be improved. She then presented Paper 155/20 and requested the Police to handle the traffic condition mentioned in the paper. She then presented Paper 156/20; she hoped that TD and the Police would step up enforcement actions in the vicinity of Un Chau Estate and enhance the accessibility for persons with disabilities. She then presented Paper 157/20 and hoped that TD would handle the suggestions in the paper as soon as possible. She then presented Paper 158/20 and hoped that TD and the Police would strengthen enforcement actions.

[Post-meeting note: Responses of the government departments and organisations concerned were sent on 8 April this year.]

Agenda Item 3: Matters for discussion

(a) Follow up on the feasibility study and design of the smart car park project Limiting the use and development of idle lands should be avoided (PTAC Paper 5/21)

5. Mr Jay LI introduced Paper 5/21.

6. The Chairman said that before the meeting, the Secretariat had invited representatives from the Lands Department (“LandsD”) to the meeting but the Department declined. She asked members to refer to Response Paper 15/21 of LandsD.

7. Mr Eric LAM introduced Response Paper 16/21.

8. Mr WAI Woon-nam opined that LandsD should send representatives to attend the meeting and respond to the Council’s enquiries about the works in the vicinity of Yen Chow Street with the departments concerned. He enquired about the procedures related to the planning application for construction of the car park.

9. Mr TAM Kwok-kiu asked whether TD would consult DC on the preliminary design of the car park before submission of the planning application. He opined that a smart car park could not be built in the short run and enquired about the time required for design and planning. During the period concerned, the land resources concerned could not be utilised for complementing the transitional housing in the vicinity. He also considered that the works schedule for the demolition of Cheong San Lane Footbridge and the down ramp slip road would not conflict with the in-take schedule of the transitional housing. He then said that parking spaces were insufficient in the district, the Department should consider providing more car parks at different locations to alleviate the illegal parking problem. In particular, the number of parking spaces in West Kowloon had gradually decreased due to various development projects.

10. Ms Eunice CHAU said that the Council had not reached a consensus on site selection when discussing the issue on smart car park in 2019, yet it was suggested in the response paper of the Department that the site for the car park had been determined. She enquired whether the Department had considered other locations after learning about the plan on transitional housing.

11. Ms LAU Pui-yuk said that the last-term Council had generally agreed on the site selection although there were different views. She enquired about the timetables for the construction of the smart car park and the transitional housing in the vicinity. She hoped that the Department could provide more parking spaces in the district to alleviate the illegal parking problem.

12. Mr Jay LI said that at the meeting of the Transport Affairs Committee on 2 April 2019, members did not make it clear that they supported the construction of the smart car park. He had no other views on the construction of the underground smart car park, yet he was concerned that the illegal parking problem might not be alleviated as only private cars could be parked at there. He said that the roads in the vicinity of Yen Chow Street were narrow and close to residential flats, he was concerned that the traffic might be overloaded. Besides, constructing an underground smart car park at a densely populated

location might cause significant impacts on nearby residents during the works period; he enquired about the assessment data on the works concerned. He enquired LandsD whether the site concerned could be used for other purposes while preparing for the construction of the car park.

13. Ms Janet NG said that the Government had not consulted the Council on the site selection. She opined that since the works was technically challenging and the result of the feasibility study was not yet available, she was concerned that the site would be vacant for a long time or even after the expiration of the five-year tenure of the lease of the transitional housing in the vicinity.

14. Mr WONG Kit-long opined that the effectiveness of the smart car park was limited as the parking needs in the district mostly derived from commercial vehicles and goods vehicles. In addition, he was concerned that in view of the high construction cost, the charge for the car park would increase correspondingly in the future; which the public might find it unaffordable.

15. Mr Eric LAM responded that after consulting the Council in 2019, the Parking Project Task Force (“the Task Force”) of TD had conducted a preliminary study on technical feasibility with the Architectural Services Department (“ArchSD”) by using internal resources and the study was completed in early 2020. To carry out the planning work for the next stage, the Department and ArchSD had to commission a consultancy firm to conduct various detailed technical studies for the project; the selection exercise concerned had been completed in September 2020. The Department and ArchSD as well as the consultancy firm would continue to carry out technical studies. Subject to the results, the Department planned to continue to consult the Sham Shui Po District Council (“SSPDC”) on the planning proposal of the project in the middle of this year. Regarding the situation of insufficient parking spaces, the Government would adopt a series of short, medium and long-term measures, and increase the supply of parking spaces subject to the situation of different districts. Short-term measures included providing on-street parking spaces at suitable locations without affecting road safety and other road users and identifying suitable vacant government lands for use as temporary car parks. Medium and long-term measures included adopting the higher standard of the number of parking spaces under the standards concerning parking spaces in relation to the Hong Kong Planning Standards and Guidelines as far as possible and requiring developers to provide an appropriate number of additional public parking spaces. Under the principle of “single site, multiple use”, the Government would provide public parking spaces in suitable Government, Institution or Community facilities and public open space development projects to optimise land use. The Department would maintain close communication with the stakeholders and listen to their views with an open-minded attitude. Members’ views on increasing the supply of parking spaces for vehicles apart from private cars were also noted. He then said that the site of the smart car park was located at the junction of Yen

Chow Street and Tung Chau Street with an entrance at Yen Chow Street and an exit at Sai Chuen Road.

16. Miss Jessica HO responded that the Planning Department (“PlanD”) or the Town Planning Board (“TPB”) Secretariat had not received any planning application related to smart car park for the time being. Upon receipt of planning applications, PlanD would process the applications in accordance with established procedures. In general, applicants would submit technical studies to support the applications concerned. If applicants needed to consult DCs, they would usually conduct consultation before submitting the planning applications so that they could express the views of DCs to TPB. In addition, the town planning procedures included a public consultation session. After the planning applications were received, there would be a three-week public inspection period. Relevant information would be sent to DC Members, Members could submit their views to the TPB Secretariat within the period. All public views collected during the public inspection period and the views of relevant departments would be included in the town planning documents for consideration by TPB members.

17. Ms Janet NG said that TD had not consulted the Council on the site selection for the smart car park in early years. She requested the Department to respond as to whether a technical study had been conducted on the location at Yen Chow Street only.

18. Mr TAM Kwok-kiu requested the Department to give a response in respect of the timetable for the entire works project and expressed concern over the proportion of the time spent on the planning work in the entire construction process. He said that many members of the last-term Council had reservation on the site selection and agreed that it was necessary to conduct more technical studies before making the decision. He opined that it was not desirable to leave the temporary site vacant, the departments must address the parking needs during the transitional period. He hoped that TD would provide a list of sites in the district which did not have specific development uses and could be provided with parking spaces.

19. Mr Richard LI said that the departments were merely informing the Council instead of conducting consultation on the project. He opined that the departments did not understand the current traffic condition at Sai Chuen Road, the traffic congestion in the neighbourhood of Fu Cheong Estate and Wing Cheong Estate was very serious during peak hours.

20. Mr WAI Woon-nam said that the smart car park and the adjacent transitional housing would affect each other in aspects such as the traffic and the environment. He opined that it would be more effective to build conventional car parks at other locations. He hoped that the Department would consider using roads or spaces underneath flyovers in the district as temporary car parks in order to alleviate the illegal parking problem.

21. Mr WONG Kit-long said that the Council did not know that the exit of the smart car park would be located at Sai Chuen Road; the traffic had already been overloaded and parking spaces were seriously insufficient there. He pointed out that there would be high vehicular flow after the completion of the Treasury Building, which included clinics and day care centres, etc. He was concerned about the design of the smart car park and did not agree with the proposal of providing the exit at Sai Chuen Road.

22. The Chairman said that the transport planning of Sai Chuen Road was unsatisfactory, it was not desirable to provide the exit of the smart car park at there. She was concerned that the departments had not taken into account the situation in the vicinity and the demand, and requested the departments to carry out further consultation.

23. Mr Eric LAM responded that members' views on Sai Chuen Road would be relayed to the Task Force for consideration on whether to make further adjustment. Subject to the progress of the studies, TD would consult the Council again in the middle of this year. The Department was preparing for six smart car park projects; it aimed at promoting the use of smart car parking systems to the Government and privately operated public car parks by accumulating relevant experience on construction, operation and management of different types of smart car parking systems as well as financial sustainability. Apart from the site in Sham Shui Po District ("SSP District"), the Department was actively considering the implementation of smart car parking system projects in other districts such as government buildings in Tsuen Wan and Sheung Wan. In this connection, the Department would carry out consultation work on site selection for the projects in relevant districts as soon as possible; it was also discussing the preliminary technical feasibility of the remaining three sites with other departments actively, the proposed sites would be announced in a timely manner and the DCs concerned would be consulted on the matter. When selecting the locations for smart car parks, the Department had taken into account various factors including the demand and supply of parking spaces in the districts concerned, the estimated utilisation rate of the smart car parks, the impacts of smart car parks on the traffic in the districts, the level of public support for the proposed smart car parks, etc. There were different types of smart car parking systems. Through implementing the six pilot projects in the sites concerned, the Department hoped to test different ways of land development and the feasibility of using various types of smart car parks. The Department would strike a balance among factors such as traffic flow, activities of picking up/dropping off passengers and parking needs, and arrange vehicles to be parked at car parks which were inside buildings or not on the streets as far as possible, so that spaces could be provided on the roads for the traffic and loading/unloading activities on the roadside, in order to improve the road condition. The Department would also examine the parking needs and supply of parking spaces in the district. If the existing vehicle parking facilities were found to be insufficient, on-street parking spaces would be provided at suitable locations.

24. Mr TAM Kwok-kiu enquired about the planning schedule for the smart car park concerned and the time required for demolishing the down ramp slip road.

25. The Chairman concluded that the works schedule was very important for Members to give advice and carry out district work. The departments were requested to provide concrete timetables for the construction of the smart car park as well as the demolition of the down ramp slip road of West Kowloon Corridor at Yen Chow Street and follow up on members' views and enquiries actively.

(b) Follow up on the progress of the installation of seats and real-time bus arrival information display panels at covered bus stops (PTAC Paper 6/21)

(c) Urging the bus company to accord priority to provide seats and display panels for the bus stop at the junction of Pei Ho Street and Cheung Sha Wan Road to care for the elderly and extend the measure to all districts (PTAC Paper 7/21)

26. The Chairman said that since this agenda item and discussion item (c) were similar in nature, she suggested the two discussion items be discussed together.

27. The Committee agreed with the above arrangement.

28. Mr Joshua LI introduced Paper 6/21.

29. Mr Andy LAO introduced Paper 7/21.

30. Mr Keith WONG introduced Response Paper 14/21.

31. Ms Rennis LIP introduced Response Papers 18/21 and 19/21, and added that she agreed that facilities should not be affected by advertisements.

32. Mr Bryce WONG introduced Response Paper 23/21.

33. Mr Ramon YUEN said that the seats of certain bus stops had been removed due to the advertisements of bus companies, for instance bus stop number LA03S09500; he found the situation unsatisfactory. He enquired whether TD had a mechanism on monitoring the situation concerned and whether the bus companies could remove the seats without the consent of the Department. He found that the bus companies needed to remove the seats of bus stops temporarily because of certain advertisements, yet there was no requirement on the timing of reinstalling them. He requested the bus companies to provide the statistics related to the above situation.

34. Mr WONG Kit-long said that at the beginning of last year, he had enquired about the progress of the provision of covers for the bus stop of the New World First Bus (“NWFB”) route number 701 which was located near the shopping centre “V Walk” towards the direction of Mong Kok.

35. Ms Carman NG said that seats could not be provided at many bus stops as the road surface was not wide enough; she enquired whether the installation would be permanently suspended or the option of studying how to provide seats while complying with the standards would still be considered. She reminded the bus companies of the hygiene problem of covers for bus stops and pointed out that a large amount of rubbish accumulated on the covers for the bus stop of Villa Carlton at Tai Po Road frequently; she hoped that the departments would carry out regular cleaning. She said that many elderly people always sat on the ground while waiting for buses at the bus stops in the vicinity of Pei Ho Street, the demand for provision of seats was keen.

36. Mr TAM Kwok-kiu said that for bus routes with low frequency, the real-time bus arrival information display panels were particularly important; he requested TD to accord priority to the matter concerned. He enquired about the amount of resources that TD and the bus companies had allocated for provision of bus stop facilities. He also requested TD to submit the plan on provision of bus stop facilities at the same time when submitting the bus route planning programme every year. He then said that if certain facilities could not be installed due to technical factors such as road conditions, TD should explore solutions actively.

37. Mr Joshua LI said that TD had the responsibility to coordinate the matter of showing information about routes of different bus companies on the same display panels so that public money could be used more effectively. He enquired whether the bus companies had to remove the seats in front of the advertising light boxes or could not provide seats there as individual large-scale advertisements needed to be displayed, for instance bus stop numbers CH11S12500 and CH11S12600. He understood that advertising income could increase the revenue of bus companies, yet it was also necessary to balance passengers’ needs and provide seats suitably. He pointed out that the ways of installing seats were different among the two bus companies. If seats could not be provided at a bus stop, TD should assist in reviewing whether it was possible to make reference to the approach of the other company. He said that display panels could not be provided at bus stops such as bus stop number ME01S10500 (Nassau Street) due to insufficient height; he enquired whether TD could assist in studying whether there were other feasible solutions such as lateral display panels or vice versa. He also pointed out that bus stop numbers CH11S12500 and CH11S12600 (Mei Foo Railway Station) were close to each other; even if a display panel could not be installed at one of the bus stops, the display panel of the adjacent bus stop could be used. He opined that TD had the responsibility to solve technical problems. He then said that it was found that incorrect

bus route information had been showing on the display panels of some bus stops, TD should inspect the operation of the display panels proactively.

38. Mr Keith WONG responded that it was hoped that the bus companies would reinstall the seats which had been removed because of the advertisements, TD would investigate the situation mentioned by members as well. Due to limited information, the department could not conduct checks on every bus stop, yet it would pay more attention to the facilities of bus stops during daily inspections. The Department would continue to study the situation that facilities could not be provided due to environmental factors or technical problems and update the list concerned in a timely manner. Regarding the matter of submitting the bus route planning programme together with the plan on covers to the Council, he would relay the suggestion to the Route Development Unit and remind the unit of the importance of the real-time bus stop announcement system. He would follow up on members' views with the bus companies.

39. Mr Ken WONG responded that he agreed that advertisements should not hinder the provision of facilities. If the complaint concerned was received, the Kowloon Motor Bus ("KMB") would handle it actively; however, information about SSP District was not available for the time being. In addition, KMB would send staff to inspect the condition of covers for bus stops regularly. If the problem of stagnant water or accumulation of rubbish was found, KMB would handle the problem immediately. KMB noted members' views on the bus stop at Pei Ho Street, yet it was necessary to provide covers before installing the seats; the feasibility concerned would be studied. He then responded that since the pavement behind the bus stop at Nassau Street was not wide enough for wheelchair users to pass through after the provision of covers for the bus stop; to provide adequate space underneath the covers, seats could not be installed. He said that KMB would continue to follow up on provision of facilities if the environment was enhanced. Concerning the situation that display panels could not be provided at some bus stops, KMB noted the suggestion of using adjacent display panels for showing bus route information.

40. Mr Bryce WONG responded that NWFB and Citybus had not removed seats due to installation of advertising light boxes. Regarding the enquiry about the provision of covers for the bus stop near V Walk, the contractor had scheduled the works to be commenced in the third quarter of this year, yet the exact date would be subject to the progress of the application for the excavation permit. When handling the bus route planning programme in the future, NWFB would first examine the changes in patronage after re-routeing and consider according priority to provision of facilities at stops with a larger increase in patronage. Concerning the suggestion of showing information about routes of different bus companies on the same panel, it was necessary to further study the capacity of the system as the suggestion concerned involved system changes.

[Post-meeting note: NWFB said that during the installation of seats at bus stops, proper arrangements were made after taking into account the existing structure of the covers and the locations of the advertising light boxes (if any) so as to provide seats with suitable designs; the installation works was approved by TD at the same time.]

41. Ms Carman NG enquired whether TD would provide covers for the bus stops in the vicinity of the new housing estates, she opined that the decision on provision of covers should be made at the planning stage.

42. Mr TAM Kwok-kiu enquired again about the situation of resource allocation related to bus stop facilities. He agreed with Ms Carman NG's suggestion of providing covers for newly built bus stops and hoped that TD would report the installation progress of bus stop facilities in the district to the Council regularly. He was concerned that display panels could not be installed on the old-styled covers due to the lack of electricity supply. He suggested providing electricity by using other technologies such as installation of solar panels; it would be more desirable if the covers could be replaced with the new ones.

43. Mr Jeffrey SIN said that the illegal parking problem was serious at some bus stops, this resulted in the situation that members of the public were not aware of the arrival of buses; he suggested according priority to provision of display panels at those stops.

44. Mr Ramon YUEN agreed that TD needed to report the installation progress of bus stop facilities to the Council regularly. He enquired whether TD had a mechanism on handling the matter of removal of seats and asked whether the situation concerned violated the conditions of the programme.

45. Mr Joshua LI said that TD should review cases that seats or display panels could not be installed and coordinate the matter to improve the situation. He also pointed out that although some bus stops were located at Kwai Tsing District, the passengers were mostly residents of SSP. He hoped that TD's representatives attending this meeting could relay the views. He reiterated his request for consolidation of information shown on the display panels.

46. Mr Keith WONG responded that the department would inspect the situation of installation of seats being affected by advertisements. He then said that the existing mechanism on communication and follow-up work with the bus companies was effective, yet the Department would step up inspection on bus stops and conduct follow-up work. He pointed out that concerning the new routes in the bus route planning programme, the bus companies had simultaneously submitted various applications for provision of facilities including guard kiosks and toilets, etc.; he requested the bus companies to apply for provision of covers for bus stops in a timely manner. He said that since it was for the bus companies to decide whether to provide covers for bus stops, TD would assist in

coordinating different departments to expedite the approval process concerned. He added that the provision of covers had to depend on a number of factors including the number of people waiting for buses at the bus stops, the existence of canopies on the above, the possibility of obstructing passages, the views of nearby shop operators, the existence of trees and underground pipelines, etc. After the bus companies submitted the applications for provision of covers, TD would consult the views of other departments and local communities promptly in order to approve the applications as soon as possible.

[Post-meeting note: TD had reminded the bus companies to respond to enquiries about covers for bus stops from DC Members and members of the Committee during the consultation on the bus route planning programme. Besides, after carrying out investigation, TD found that the seats of the bus stop at Tai Nan West Street had been removed, the Department requested KMB to explore other ways of installation and reinstall the seats at the location concerned as soon as possible. According to TD's record, similar problems were not found at other bus stops except the aforesaid bus stop.]

47. Mr Ken WONG responded that the main purpose of installing solar panels on the old-styled covers was to supply electricity to the lighting and electronic insect killers, the electricity generated might not be sufficient for use by display panels. He then said that KMB was constructing bus stop facilities as scheduled. Regarding the suggestion of providing covers for the bus stop at Pei Ho Street, KMB had submitted an application many years ago but objection had been received at that time. In view of changes of the current road conditions, KMB would submit an application again as far as practicable.

48. Mr Bryce WONG responded that when developing new routes, NWFB would study the feasibility of provision of covers after considering factors such as pedestrian flow and geographical situation.

49. The Chairman asked members to vote on the motion in Paper 7/21. The motion was moved by Mr Andy LAO and seconded by Mr Leos LEE. It read as follows:

“1) To complete the provision of covers, seats and a real-time bus arrival information display panel at the stop at Pei Ho Street in Sham Shui Po within the term of the sixth term of the Sham Shui Po District Council; 2) to consult District Council Members of the constituencies concerned on the location of the bus stop with the most urgent need for refurbishment in the remaining 24 constituencies, and complete the works within the sixth term; 3) to inspect bus stops which were not provided with covers, seats and display panels in each constituency, categorise the information by name, location, number and technical constraint, and submit the information to the Committee in the first quarter of this year for follow-up discussion.”

50. The Committee voted on the motion in Paper 7/21 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 KONG Kwai-sang, Mr Andy LAO, Mr Leos LEE,  
Mr Richard LI, Mr Jeffrey SIN, Mr WAI Woon-nam,  
Mr WONG Kit-long, Mr Ramon YUEN  
(15)

Against: (0)

Abstain: (0)

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

52. The Chairman declared that the above motion was carried.

53. Mr Jeffrey SIN enquired again whether the bus companies could make adjustment to the priority of installation of display panels subject to the severity of the illegal parking problem of individual bus stops.

54. Mr Keith WONG responded that members' views were noted and would pay attention to the priority of the construction work.

55. The Chairman concluded that members expressed concerns over the situation of bus stop facilities in the district and had raised their views on public needs and road conditions of various areas. TD and the bus companies were requested to consider members' suggestions and provide better services to the residents. She said that the issue concerned would be followed up by the Working Group on General Transport Facilities ("WGGTF").

56. Mr TAM Kwok-kiu enquired whether the Working Group on Public Transport Services or WGGTF would be responsible for the issue concerned.

57. The Chairman responded that it had been agreed on the fifth meeting of the Committee that the issue would be handled by WGGTF; this had already been reflected in the report by WGGTF.

(d) Request for installing lift at Ching Lai Court Footbridge to connect it with Lai King Hill Road leading to Princess Margaret Hospital (PTAC Paper 8/21)

58. Mr Joshua LI introduced Paper 8/21.
59. Mr Eric LAM introduced Response Paper 17/21.
60. Mr Ricky LEE responded that it would be more suitable for TD to respond to the paper concerned, HyD had nothing to add.
61. Ms Janet NG said that residents had all along relayed that it was necessary to install lifts; the pedestrian flow should be sufficient according to her observation. She then said that residents of the area would use the footbridge concerned if they needed to travel to Princess Margaret Hospital. Since only staircases were provided there, some residents could only go to Mei Foo Station and travel by vehicles. She was disappointed that the lift installation had not yet been implemented over the years.
62. Mr Joshua LI said that many residents needed to travel to Princess Margaret Hospital for follow-up consultation. Not only could the lifts benefit the residents there, the lifts could also facilitate the access of the elderly. He then said that he had learnt that the lifts could not be installed as the footbridge connecting Ching Lai Court and Lai Chi Kok Park did not include the connecting staircases and the ramp. He pointed out that the suggestion of installing lifts on the other side of the footbridge for connecting Ching Cheung Road had once been proposed, yet it had been rejected in the consultancy report due to high construction cost and inadequate space. He requested TD to clarify the above claim and provide a timetable.
63. Mr Eric LAM responded that the location currently studied by the Department was the same as the one shown in the photo of the paper, yet the timetable was not available for the time being.
64. Mr Joshua LI requested the Department to provide the information about the studies concerned as soon as possible.
65. The Chairman concluded that the lifts concerned could benefit residents travelling to Princess Margaret Hospital; the departments were requested to provide more information, follow up on the matter and strengthen communication with Members.
- (e) Continuous concern over the bad driving behaviour of drivers (PTAC Paper 9/21)
66. Mr Jeffrey SIN introduced Paper 9/21.
67. Mr NG Chi-sing introduced Response Paper 20/21.

68. Mr Leos LEE said that he expressed concern over the traffic condition at Tai Po Road, and he knew that road improvement works would soon be carried out at the bend leading to Yen Chow Street. He then said that the bend concerned was acute with steep hill downwards, he suggested providing markings that reminded drivers of the urban areas ahead, for instance painting thick markings on the road surface, in order to indicate the end of the road.

69. Mr Jeffrey SIN said that he hoped TD would focus on safety education, for example, producing promotional videos which would be used for educating prospective drivers before issuance of licences.

70. Ms Carman NG said that she suggested TD consider narrowing the pavement of Tai Po Road turning left to Pak Tin Street for widening the carriageways, providing zebra crossings and road signs, etc., so as to ensure pedestrian safety.

71. Mr YEUNG Yuk said that he agreed that the section of Tai Po Road turning to Yen Chow Street was dangerous, he suggested TD provide deceleration yellow lines at that road section to remind drivers to slow down. He opined that it was difficult to change drivers' driving attitudes through education, the only way was to impose punishment; he asked about the ways to make complaints based on videos of the driving video recorders. He enquired about the locations where the Police took enforcement actions by way of video recording.

72. Mr MAK Wai-ming asked whether the speed enforcement cameras outside Savannah College of Arts and Design at Tai Po Road operated throughout the day. He said that heavy vehicles frequently parked at the left-hand lane of Tai Po Road (Sha Tin bound), despite the provision of double yellow lines; while repair works was being carried out on another lane. As a result, only one lane was left; he hoped that the Police would handle the illegal parking problem. He enquired about the number of illegally parked vehicles being prosecuted in the district by way of video recording and the enforcement procedures concerned.

73. Mr TAM Kwok-kiu said that he had all along been concerned about the traffic condition at Tai Po Road, two speed enforcement cameras had been set up after he had relayed his concerns. He pointed out that vehicles were frequently parked illegally in the vicinity of Tai Po Road turning left to Pak Tin Street and Pak Wan Street, which resulted in slow traffic. He opined that drivers sounded their car horns because they were impatient with the traffic congestion, but this did not pose a danger to pedestrians; however, the Police should handle the illegal parking problem. He suggested TD consider encouraging drivers to enter Berwick Street from Pei Ho Street in order to alleviate congestion at the above road junction.

74. Mr WONG Kit-long suggested TD promote the installation of driving video recorders, the videos could be used as evidence in case of traffic accidents and for recording daily road conditions as well; he hoped that the Department would carry out investigation proactively.

75. Mr NG Chi-sing responded that members of the public could make complaints against drivers with driving misbehaviours through 1823, and provide information about the date, time, location and complainant. Cases of the district would be referred to the Investigation and Support Division of Traffic Kowloon West for follow up and the videos concerned would be obtained for use as evidence. If illegal practices were found, the Police would issue summonses to prosecute the drivers involved. From time to time, the Police would review the locations where enforcement actions had been taken by way of video recording; these locations included Un Chau Street, Nam Cheong Street, Sham Shing Road, Sham Mong Road, Lai Chi Kok Road, Festival Walk, a section of Fuk Wa Street. The Police would take enforcement actions at different locations gradually to prosecute drivers with bad attitudes. Due to technical constraints, the Police usually chose to take enforcement actions at high levels such as flyovers as well as on the ground level safely. He then said that the Police noted the situation of heavy vehicles being illegally parked at Tai Po Road and had arranged manpower to carry out enforcement work regularly. He responded that the speed enforcement cameras outside Savannah College of Arts and Design operated throughout the day.

76. Mr LAM Sai-fung responded that the way of video recording could assist the Police in collecting evidence, the Police would continue to take enforcement actions by using the conventional method as well. For illegal practices of travelling vehicles, the Police could carry out follow-up work and investigation by way of video recording and handle the cases in accordance with general prosecution procedures. The Police noted that Members relayed the situation of illegal parking in the vicinity of Tai Po Road and Pak Wan Street and would follow up on the matter concerned.

77. Mr CHAN Sze-ho responded that regarding the location of Tai Po Road turning left to Pak Tin Street, TD had earlier issued a works order for the works of painting the sign of “Slow” on the road surface and widening the bend concerned. Concerning the suggestion on the widening works for the junction of Castle Peak Road near Yen Chow Street, it was necessary to conduct further studies on its feasibility.

78. Mr YEUNG Yuk hoped that the Department would respond whether deceleration yellow lines could be provided.

79. Mr TAM Kwok-kiu hoped that the departments would look into ways to improve the traffic condition at Tai Po Road turning left to Pak Tin Street. He suggested considering the approach of diverting the vehicular flow from Pei Ho Street to Berwick

Street and exploring ways to improve the safety of pedestrians crossing roads at the location concerned.

80. Mr CHUM Tak-shing enquired about the prosecution figure on indiscriminate sounding of horns and the number of existing silent zones in the territory.

81. Mr NG Chi-sing responded that relevant information was not available for the time being.

82. Mr CHAN Sze-ho responded that the suggestion of deceleration yellow lines (transverse yellow bar road marking) needed to be further studied.

83. Ms Janet NG hoped that TD would submit supplementary documents about the situation of Tai Po Road for follow-up work.

84. The Chairman concluded that part of the reasons for the bad attitudes of drivers was attributed to the problem of too many vehicles on roads and poor road design. It was hoped that government departments would cooperate in improving the road conditions to maintain smooth traffic and ensure road safety.

#### Agenda Item 4: Follow-up matters

##### (a) List of follow-up actions for matters of discussion at PTAC meeting (PTAC Paper 10/21)

85. Mr KONG Kwai-sang enquired about the progress of the redevelopment of So Uk Estate Bus Terminus and hoped that the works would be completed as soon as possible.

86. Mr Ramon YUEN said that the study on the relocation of Cheung Sha Wan Temporary Wholesale Poultry Market, Cheung Sha Wan Wholesale Vegetable Market and Cheung Sha Wan Wholesale Food Market had been scheduled to be completed in 2020 originally, he enquired about the latest estimated completion time. He then said that in view of the mitigation measure on extension of the building covenant period under the land lease for six months, he asked whether LandsD had followed up on the progress of the project with the developer. He enquired whether the project of Feoso Oil needed to be terminated if no application for extension was submitted after the expiration of the planning permission period for the project concerned. He was concerned that several proposed public facilities could not be provided if the developer gave up the project; he asked whether relevant situation had occurred in the past and enquired about the procedures for handling the matter. He suggested that the views on the planning application number A/K16/44 (Lai Chi Kok Reception Centre) be raised at this meeting.

87. Mr Jeffrey SIN said that he learnt that the Housing Department (“HD”) was preparing for the provision of a speed ramp at the entrance/exit of the car park of Mei Leong House, he enquired whether TD would take follow-up actions to improve pedestrian safety at the entrance/exit of the car park concerned.

88. Mr WONG Kit-long enquired about the dates of commencement of operation of the social welfare facilities in the newly built housing estates of HD including Sham Mong Road Playground, Sham Shui Po Public Library, Sham Shui Po Sports Centre, Sham Shui Po Leisure and Cultural Building, the social welfare facilities block, etc.

89. Mr TAM Kwok-kiu said that HD and TD had not cooperated in improving the situation of the car park of Mei Leong House. He then said that members had proposed suggestions on the width of the pavement of Woh Chai Street, the forthcoming commencement of operation of the District Health Centre, the decision on provision of dividers, the proposal of no right turn by vehicles at the entrance/exit of the car park of Mei Leong House, the relocation of bus stops during the works period of provision of covers, etc.; he hoped to carry out site inspections with the departments. He enquired about the schedule for the improvement works for the area from Lung Chu Street to Tung Fai House; he said that the improvement proposal was too time-consuming and asked whether TD had considered other feasible options. He enquired about the latest development of Cheong San Lane Footbridge.

90. Ms LAM Tsz-kwan enquired about the progress of the “Consultancy Study on Enhancing Walkability in Hong Kong”, and asked when the Department would consult the Council on the study results and whether the third stage public consultation would be conducted.

91. Mr CHUM Tak-shing enquired whether the Police had taken further actions on tackling the problem of vehicles not roadworthy. He then said that logistics companies used miscellaneous objects for occupying roads to carry out loading/unloading activities; the situation concerned was serious, in particular in the vicinity of the industrial area of Lai Chi Kok.

92. Mr Jeffrey SIN said that the illegal parking problem was serious at Lai Ying Street and many residents jogged on the road; he enquired how TD would improve the situation in the harbourfront area.

93. The Chairman asked whether green minibus route number 44 would be re-routed, and whether the service hours of bus route number 702B would be extended subject to the patronage. She enquired about the progress of the study on the relocation of Cheung Sha Wan Temporary Wholesale Poultry Market, Cheung Sha Wan Wholesale Vegetable Market and Cheung Sha Wan Wholesale Food Market. She also expressed concern over the dates

of commencement of operation of the public facilities in Hoi Tat Estate. She hoped that the private residential flat and hotel projects in Cheung Sha Wan would be completed as soon as possible so that the works would cause less nuisance to nearby residents as early as possible.

94. Mr Keith WONG responded that the Department had approved the provision of a small bus regulator kiosk of NWFB at So Uk Estate Bus Terminus and would obtain information about the works progress from NWFB. The staff concerned would be requested to follow up on the enquiries about green minibus route number 44 and bus route number 702B.

[Post-meeting note: TD learnt that NWFB provided a new bus regulator kiosk at So Uk Estate Bus Terminus in accordance with TD's approval. CLP Power Hong Kong Limited was currently arranging for the works for the transfer of electricity meter of the bus regulator kiosk, the new bus regulator kiosk of NWFB could be used after the works concerned was completed.]

95. Miss Jessica HO responded that the validity period of the planning permission for the redevelopment project of Feoso Oil would expire on 22 September 2021. If the applicant did not apply for extension of time for commencement of development, the permission concerned would become invalid after the validity period. If an application for extension of time for commencement of development was submitted within the validity period, PlanD would process the application in accordance with established procedures and circulate it to relevant departments including the Social Welfare Department to collect their views. Regarding the application for redevelopment of Lai Chi Kok Reception Centre, it was noted that the Correctional Services Department had already consulted the Community Affairs Committee under SSPDC last year. If Members hoped to relay the views of the Council to TPB, they could consider submitting the extract of the minutes of meeting concerned to PlanD via the District Office; the public inspection period of the application concerned had ended.

96. Mr CHAN Sze-ho responded that in view of the provision of covers for Woh Chai Street, the bus stops there would be moved backward; the situation and pedestrian flow of the location concerned would also be reviewed in a timely manner. The information about the progress of the "Consultancy Study on Enhancing Walkability in Hong Kong" would be provided after the meeting.

97. Mr YU Chung-him responded that the demolition works for Cheong San Lane Footbridge was scheduled to commence this month and could be completed within eight months at the earliest. Concerning the widening works for the bus lay-by outside Tung Fai House in Tai Hang Tung, the Department was currently assisting the public utilities concerned in applying for sites to be used for relocation of underground facilities (including

high voltage cables), the works schedule would be subject to the application for sites and the feasibility of relocation. In general, it would take 12 to 18 months for relocation of cables, depending on the size of the area.

98. Mr NG Chi-sing responded that the Police would handle abandoned motorcycles immediately if they posed danger on roads. For abandoned vehicles that did not pose danger or cause road obstruction, cases which did not involve criminal offences would be referred to LandsD for follow up. During the period from 2019 to December 2020, the Police had issued warnings to 111 suspected abandoned vehicles, among which 63 vehicles had been referred to LandsD for follow up.

99. Ms Carman NG enquired about detailed information about the relocation of minibus stops at Woh Chai Street; she requested the Department to carry out site inspection and consult the Member concerned before relocation.

100. Mr TAM Kwok-kiu cited the widening works for the bus lay-by outside Tung Fai House as an example and said that the works period was too long, he hoped that the departments would consider the time factor when deciding on improvement proposals. He pointed out that lifts would be installed on the nearby footbridge and it was also necessary to relocate underground pipelines, he hoped that the departments would coordinate the works. He opined that the Council should continue to follow up on all road works which had been discussed, the departments should give an account of the time required from the stage of studying proposals to commencement of the works.

101. Mr Keith WONG responded that concerning the situation of relocation of minibus stops at Woh Chai Street, no application had been received from the contractor for the time being. According to the procedures, an application must be submitted to TD first.

102. Mr CHAN Sze-ho responded that regarding the works for provision of covers for the pavement at Woh Chai Street, the contractor concerned was preparing different temporary traffic control measures for TD's consideration. With regard to the temporary relocation of bus stops and minibus stops, it was necessary to further consult Members on the locations concerned.

103. Ms Carman NG said that the contractor had carried out inspection with her in respect of the relocation of bus stops and minibus stops. However, the proposed locations for relocation were rather distant from the MTR Station. Hence, she had indicated her disagreement with the proposal and hoped the Department would take note of that.

104. Mr TAM Kwok-kiu reiterated his request for the departments to carry out site inspection at Woh Chai Street with him.

105. The Chairman requested the departments to follow up on the arrangements for site inspection.

106. The Chairman enquired whether members had supplementary remarks on the content of the Chairman's report.

107. Mr YEUNG Yuk said that if the departments could not provide immediate reply at the meeting, he would submit papers for discussion at the next meeting.

108. Mr TAM Kwok-kiu suggested the departments submit written responses in respect of the items of the Chairman's report, the items could be further discussed at the next meeting if necessary.

109. The Chairman said that if members had no other views, the matter would be handled by adopting the above approach.

(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 11/21)

110. Mr Jeffrey SIN said that vehicles were frequently parked at the on-street parking spaces that were marked with blue signs and were for use by persons with disabilities, he enquired TD and the Police of the ways to handle the matter.

111. Mr Eric LAM responded that only vehicles with permits could use the above parking spaces. In accordance with the existing regulation, the same vehicle could not be parked at the same location for more than 24 hours; the department would arrange the Police to take enforcement actions if illegal practices were found.

112. Mr NG Chi-sing responded that prosecution would be made if the vehicle did not have a valid disabled person's parking permit. If the vehicle was parked for more than 24 hours, investigation would be carried out; prosecution would be made if illegal practices were found.

113. The Committee noted the report concerned.

Agenda Item 5: Reports from Working Groups under the Committee

(a) Report from the Working Group on Public Transport Services (PTAC Paper 12/21)

114. The Committee endorsed the above report.

(b) Report from the Working Group on General Transport Facilities (PTAC Paper 13/21)

115. The Committee endorsed the above report.

Agenda Item 6: Any other business

116. Mr YEUNG Yuk hoped that the departments would submit written responses in respect of the problem of vehicles not roadworthy.

117. The Chairman said that the departments were requested to follow up on the content of the Chairman's report and submit written responses. If Members still had enquiries about the items concerned, they could submit papers for discussion at the next meeting.

Agenda Item 7: Date of next meeting

118. The next meeting would be held at 9:30 a.m. on 22 April 2021 (Thursday).

119. There being no other business, the meeting ended at 1:30 p.m.

District Council Secretariat  
Sham Shui Po District Office  
April 2021