

(Translation)

Minutes of the 8th Meeting of the Planning Development and Transport Affairs Committee
of Sham Shui Po District Council (6th Term)

Date : 22 April 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 11:59 a.m.)

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

Mr HO Kwan-chau, Leo (Arrived at 9:35 a.m.)

Mr KONG Kwai-sang

Mr LAO Ka-hang, Andy (Arrived at 9:37 a.m.)

Ms LAU Pui-yuk, MH (Left at 3 p.m.)

Mr LEE Hon-ting, Howard

Mr LEE Man-ho, Leos (Arrived at 10:45 a.m.)

Mr LI Chun-hei, Joshua

Mr LI Kwing, Richard (Arrived at 9:40 a.m.)

Mr LI Ting-fung, Jay

Mr MAK Wai-ming (Arrived at 9:48 a.m.)

Ms NG Mei, Carman (Arrived at 9:50 a.m.; left at 12:45 p.m.)

Ms NG Yuet-lan, Janet

Mr SIN Kam-ho, Jeffrey

Mr TAM Kwok-kiu, MH, JP (Arrived at 9:40 a.m.)

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

Mr WAI Woon-nam

Mr WONG Kit-long

Mr YEUNG Yuk

Mr YUEN Hoi-man, Ramon (Arrived at 9:51 a.m.)

Co-opted Members

Ms LAM Tsz-kwan

(Arrived at 11:30 a.m.)

Ms LIN Wai-kwan

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 KWOK Yue-fung, Samuel

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

Mr CHAN Sze-ho

Engineer/Sham Shui Po, Transport Department

Mr HO Ming-him, Donald

Engineer/Kwun Tong 1, 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 WAN Chi-pui

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

Mr YUNG Chung-pui

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

Mr MAN Yui-chit, Michael

Senior Transport Officer/Bus/Kowloon, Transport Department

Mr HO Chun-kit, Ethan

Transport Officer/Bus/Kowloon, Transport Department

Mr SHE Yat-chun, Ryan

Executive Officer I (District Management), Sham Shui Po District Office

Mr Ken WONG

Manager (Operations), Kowloon Motor Bus Company (1933) Limited

Mr Luka LAI

Senior Operations Support Officer, 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 Simon WONG

Planning and Scheduling Manager, Citybus Limited/New World First Bus Services Limited

Mr Pedro PANG

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

Miss Joyce WAN

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

Secretary

Miss CHUNG Kit-nam, Mandy

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

Absent

Member

Mr YAN Kai-wing

Opening Remarks

The Chairman welcomed members and representatives of government departments to the eighth meeting of the Planning Development and Transport Affairs Committee (“PTAC”) of the sixth term of the Sham Shui Po District Council. Mr Donald HO, Engineer/Kwun Tong 1 of the Transport Department (“TD”) would attend this meeting in place of Ms LAW Ming-chu, Cecilia.

Agenda Item 1: Confirmation of minutes of the 6th and 7th meeting held on 25 February 2021

2. The Committee confirmed the above minutes.

Agenda Item 2: Matters for discussion

(a) Bus Route Planning Programme 2021-2022 of Sham Shui Po District (PTAC Paper 22/21)

3. Mr Michael MAN introduced Paper 22/21.
4. Mr WONG Kit-long said that he welcomed most of the suggestions on the routes concerning the reclamation area. He then said that he supported converting bus route number 36A to circular service, yet he was concerned that the situation of lost trips would easily occur; he also hoped that section fares could be provided in Mei Foo to attract passengers to take the route concerned to interchange with other routes. He relayed that the first buses of some routes passing by the reclamation area to the New Territories East departed during 9 a.m. to 10 a.m., this could not meet the needs of members of the public who travelled to the New Territories East for work; he hoped that the first departures of those routes could be advanced. He welcomed the introduction of bus routes travelling to Kwun Tong and hoped that the bus frequency could be increased when there was sufficient patronage. He suggested re-introducing bus routes travelling from the reclamation area to the area of Nathan Road in Yau Ma Tei and Jordan to facilitate residents to travel to Kwong Wah Hospital. He hoped that bus routes travelling via Lai King Hill, the reclamation area and Western Harbour Crossing to the Eastern District could be introduced during peak periods.
5. Mr Ramon YUEN said that regarding the proposed routeing of bus route number 286C, it was proposed that the location of the bus stop at Sham Mong Road would be changed to Ying Wa College, residents living in the neighbourhood of Aqua Marine would then need to take more time to go there to take buses. He supported the introduction of bus route number 286, yet he opined that it was necessary to balance the needs of passengers of the original bus route number 286C. He said that residents welcomed the introduction of bus route number X6C and hoped that more routes travelling

between Lai Chi Kok and Kowloon East would be introduced. He would relay the views collected from residents to TD and the bus companies for follow up. He considered that the proposed alterations of the Bus Route Planning Programme should not create significant impacts on the existing travelling patterns of passengers.

6. Mr Jeffrey SIN said that local residents welcomed the new routing of bus route number A23; he enquired about the location of the bus stop at Nam Cheong Street and suggested introducing section fares of the section between Shek Kip Mei and Wong Tai Sin. He then said that he hoped that the trips of bus route numbers 86 and 86C could be retained and the additional resources would not be diluted by bus route numbers 286 and 286C at the same time. He also requested the bus companies to remind bus captains to observe whether there were passengers waiting at the bus stops, in particular the elderly and persons with impaired mobility. He suggested introducing section fares of bus route number 701A to facilitate residents of the reclamation area to travel to Lai Chi Kok. He hoped that before the in-take of new housing estates in the reclamation area, the Department would improve the planning of bus route numbers 702 and 702B and extend bus route number 702B to whole-day service. Besides, he reminded the Kowloon Motor Bus (“KMB”) that the information of the mobile application should not be affected by advertisements.

7. Mr MAK Wai-ming said that although bus route number 86 had a headway of 15 to 20 minutes at present, members of the public relayed that the waiting time was up to 30 minutes in general and the situation of lost trips occurred frequently; this resulted in further decrease in patronage. He was concerned that the bus company might cancel the route concerned in the future. He pointed out that after the re-routing of bus route number 86C, there would not be any route travelling directly to and from Ma On Shan for residents living in the vicinity of Castle Peak Road. He opined that KMB kept on cutting the resources of bus route numbers 86 and 86C to support express bus routes such as bus route numbers 286 and 286C. He considered that it was necessary to strike a balance between the needs of residents of the reclamation area and those of residents living in the vicinity of the original routing.

8. Mr Jay LI welcomed the introduction of a bus route connecting Sham Shui Po (“SSP”) and the Kai Tak development area, yet he opined that the new routes focused on the reclamation area and did not benefit residents of the old SSP area. He said that he had suggested extending bus route number 6D to Kwun Tong last year, he hoped that the Department would continue to consider the proposal concerned. He pointed out that there were few bus routes travelling from SSP District to Kowloon East and hoped that more options apart from MTR could be provided.

9. Mr Andy LAO said that many members of the public hoped to travel from SSP to Kwun Tong by bus, he agreed with the suggestion of extending bus route number 6D to Kwun Tong.

10. Mr KONG Kwai-sang said that after the re-routeing of bus route number 40, he had been requesting the bus companies to provide routes travelling from the area of Castle Peak Road in Cheung Sha Wan to Kwun Tong directly. He opined that the bus companies had the resources to introduce routes travelling from the reclamation area to Kwun Tong, yet the needs of residents of the inner area of SSP should also be addressed. He relayed that the red minibuses were already full when they travelled to the area of Castle Peak Road during peak periods, additional vehicles would not be provided even with reservation; he was dissatisfied that the Department and the bus companies had not responded to the public opinion.

11. Mr Leo HO suggested providing an additional departure of bus route number 702S at 7:30 a.m. and adjusting the first departure of bus route number 202 to 7:30 a.m. He said that bus route number 6P only provided morning trips, yet it was said that whole-day service was not provided due to low patronage; this resulted in the lack of bus routes travelling between the area of So Uk Estate and Kwun Tong. He then said that during morning and evening peak periods, the buses of bus route number 72 were always full and the situation of lost trips occurred frequently; he hoped that special departures would be provided to alleviate the situation. Besides, he hoped that the bus company would reduce the section fares of bus route number 112.

12. Ms Eunice CHAU welcomed that the re-routeing of bus route number A23 could facilitate residents of Mei Foo to travel to the airport directly. She also welcomed the re-routeing of bus route number 286C which the buses would first travel to Mei Foo after leaving Tsing Sha Highway, she hoped that there would be more routes of the same alignment in the future. She said that there were not many special routes travelling from Kowloon to the New Territories during the morning peak period, thus she welcomed the proposal of providing trips for both bounds of bus route number 272P. She opposed the cancellation of the alignment of bus route number 63X which the buses first travelled to Mei Foo before heading towards Mong Kok, this would result in the lack of bus routes travelling from Mei Foo to Mong Kok directly.

13. Mr TAM Kwok-kiu said that the District Council ("DC") had been striving for the introduction of bus routes travelling from SSP to Kwun Tong but arrangements could not be made due to the issue of the location of the bus terminus. He did not oppose the introduction of bus routes travelling from the reclamation area to Kwun Tong, yet he was dissatisfied that the Department did not place importance on the order of priority suggested by the Council. He suggested extending bus route number 22 to the bus terminus in Dragon Centre, this would further benefit the residents of SSP. He agreed with members'

views on bus route numbers 86 and 86C, thus he did not agree with the extension of bus route number 86C to Island Harbourview. He said that the proposed routeing of bus route number A23 might not bring benefits to the area of Yau Yat Chuen, the traffic congestion at Tai Po Road might lengthen the journey time as well. He suggested bus route number A23 travel from Cornwall Street via Tat Chee Avenue, Woh Chai Street via Shek Kip Mei and Pak Tin, from Chak On Road South to Ching Cheung Road, in order to avoid busy road sections and overlapping of alignments.

14. Ms Carman NG said that the exiting bus frequency of bus route number 86 was not too satisfactory, patronage would further decrease if the headway was lengthened. She pointed out that the buses of bus route number 86 were always full during peak periods, the route concerned could facilitate the easing of passenger flow of bus route number 214. She suggested a bus stop for the Tsuen Wan bound journey of bus route number 33 be provided at Beacon Heights, it was also necessary to pay attention to the matter concerned during the preparation for the new bus route number 33B.

15. Mr Joshua LI said that bus route number 63X was the only express bus route which travelled to Mei Foo via Lam Tei in Tuen Mun and from Mei Foo to Mong Kok via West Kowloon Corridor. Residents of Lam Tei could only interchange at the Bus-bus Interchanges on Tuen Mun Road after re-routeing, thus many residents opposed the re-routeing. He opined that the paper did not mention the number of people being affected, the proposed alternative was not desirable as well. He then said that he welcomed the introduction of bus route number 286 which would facilitate passengers to travel from the New Territories East to Mei Foo directly. However, he opined that the additional number of buses was insufficient to cope with the patronage and the bus route concerned should not share resources with bus route number 86. He welcomed the alteration of bus route number A23 and supported the proposed routeing. He considered that bus route number X6C was not a bus route with limited bus stops, "X" should not be used in the bus route number to avoid confusion to passengers. In addition, he was dissatisfied that the Department had not responded to the suggestion of extending bus route number 72 to Mei Foo, he strongly requested the Department to follow up on the matter immediately. He asked whether bus route number 6D could be extended to Kwun Tong after the bus terminus at Yue Man Square commenced operation. He then enquired about the routeing and bus stops of bus route numbers 795X and X795 in SSP District. He welcomed the introduction of bus route number 272P, whole-day service of a bus route travelling to Tai Po via Tsing Sha Highway should be provided in the long run. He welcomed the alteration of bus route number 936, this could provide residents with an express bus route travelling between Hong Kong Island and Mei Foo.

16. Ms Janet NG hoped that the Department and the bus companies could address the needs of the public and consider the suggestions on bus route number 6D in particular.

17. Mr YEUNG Yuk appreciated that resources were allocated to the reclamation area in the programme of this year. He welcomed the conversion of bus route number 36A to circular service which would facilitate residents of the reclamation area to travel to Kwai Hing. He also welcomed the introduction of bus route number 286, this could facilitate residents of the reclamation area to travel to the New Territories East via Tsing Sha Highway more quickly. He also supported the proposal of introducing bus routes travelling from the reclamation area to Kwun Tong business area as the existing routeing of bus route number 296C was too indirect. He opposed the relocation of the bus stop of bus route number 701A from Aqua Marine to Hoi Tak Court; a bus stop of bus route number 701 had already been provided there. To avoid affecting the mobility of residents, the alteration should not be made. He suggested bus route number 286C turn left from Hing Wah Street West to Tung Chau Street, enter Lai Chi Kok Road, travel to Mei Foo roundabout and carry out a U-turn instead. In this way, the bus stop at Aqua Marine could be retained and the journey time would be more or less the same as that of the routeing proposed in the paper.

18. Ms LIN Wai-kwan said that the original purpose of the mobile application of the bus companies was to provide convenience to the commuting public, there should not be too many commercial advertisements. She then pointed out that many commercials in the application lasted for 15 to 30 seconds and they could not be skipped, this rendered members of the public unable to obtain bus arrival information immediately.

19. Mr Calvin HO suggested bus route number A23 travel via the area between Shek Kip Mei and SSP East.

20. The Chairman agreed that the Department had allocated more resources to the reclamation area in the programme of this year. She hoped that there would be more bus routes available in Hoi Ying Estate and Hoi Lok Court so that the reliance on railway could be reduced. She said that the trips of bus routes travelling from the reclamation area to Kowloon East departed at a later time, which could not coincide with the time when residents went to work or school. She opposed the arrangement of cancelling the bus stop of bus route number 701A at Aqua Marine and diverting via Sham Mong Road instead, since many passengers would choose to travel from the reclamation area to Aqua Marine by taking the bus route concerned and bus route number 701 would also route through Sham Mong Road; she suggested increasing the frequency of bus route number 701. She agreed with the views of Mr YEUNG Yuk on objection to the arrangement for bus route number 286C, she opined that the Department had not provided a suitable alternative. She supported the extension of bus route number 702S and hoped that the Department could introduce more bus routes travelling from the inner area of SSP to Hoi Ying Estate and increase the bus frequency as well. She welcomed the introduction of bus routes travelling from the reclamation area to Kwun Tong business area. However, she was concerned that the departure time of the trips could not coincide with the travelling patterns

of the public; regarding bus route number 296C which also travelled to Kowloon East, the problem of the bus stops being too distant could not be solved as well. She hoped that bus route number 702B would be converted to whole-day service.

21. Mr Michael MAN responded that members' views on bus route numbers 86, 86C, 286 and 286C were noted; after collecting the views from different DCs, the views would be considered together. The Department noted members' views on the bus services travelling between the area of Castle Peak Road in SSP and Kwun Tong and would follow up closely on the feasibility of enhancing the existing services. The Department noted members' views on the use of the bus terminus at Yue Man Square in Kwun Tong. He said that in order to complement the redevelopment works in Kwun Tong District, the Department needed to reserve some spaces for use by bus routes of Kwun Tong District which had been affected by the works. The Department noted members' views on maintaining the stability of bus frequency after the re-routeing of bus route number 36A and would closely monitor the operation of the bus route concerned with the bus company after implementation of the proposal. The Department noted members' suggestion of advancing the first departure of bus route numbers 270B and 286C. Regarding the proposed bus route travelling between Cheung Sha Wan (Kom Tsun Street) and Kwun Tong Ferry Pier, the Department would make service adjustment based on passengers' demand after implementation of the proposal. The Department noted members' suggestions of introducing bus services travelling from the reclamation area to the area of Nathan Road as well as from Lai King Hill to the Eastern District. He said that the location of the bus stop to be provided after the alteration of bus route number A23 could be further discussed with members and the bus company during the implementation of the proposal. The Department noted members' views on the re-routeing of bus route number 701A and service enhancement of bus route numbers 702B and 702S, it would further study the matter with the bus company. The Department noted members' concerns over the re-routeing of bus route number 63X and would consider the views together with those collected after consulting different DCs. The Department noted members' suggestion of extending bus route number 22 to Yen Chow Street, it would complement the development of Kai Tak new development area and review passengers' demand for bus routes in a timely manner. He said that the proposed bus route numbers 795X and X795 would pass by Mei Foo, it would discuss the arrangement for provision of bus stops along the route with the bus company. The Department noted members' views on the service network of Tsing Sha Highway Bus-bus Interchange and proposed in the bus route planning programme of this year that bus route number 272P would provide transport service to Tai Po; the Department would closely monitor passengers' demand for the route concerned with the bus company and review the service in a timely manner.

22. Mr Luka LAI responded that concerning members' objection to the alteration of bus route number 63X, KMB would further discuss the routeing arrangements with TD. After consolidating the views of other DCs on bus route numbers 86C and 286C, KMB would

discuss the matter with TD and study the option of making adjustment; KMB would then consider whether to first implement proposals which obtained support instead of handling the proposals by adopting a bundling-up approach. He then said that KMB would discuss the matter of improving the numbering arrangement for bus route number X6C with the Department to facilitate the public to identify the new route; it would also implement the addition of bus stops of bus route numbers 33 and 33B at Beacon Hill as soon as possible. He said that the company would strive for the extension of bus route number 6D to Kwun Tong. Concerning the extension of bus route number 72 to Mei Foo, he said that the Department needed to handle the problem of inadequate space of Mei Foo terminus and it was hoped that the programme could be implemented as soon as possible.

23. Mr Ken WONG added that the company had allocated substantial resources to the development of the mobile application and hoped to achieve a fiscal balance; it noted members' views on the application and would continue to make improvements.

24. Mr Simon WONG responded that regarding the routeing of bus route number A23, it was necessary to balance the district penetration rate and maintain the journey time of long-haul routes at a reasonable level; members' views on the locations of bus stops were noted and the suggestions on section fares would be discussed with TD. He then said that the objective of the re-routeing proposal for bus route number 701A was to meet the passengers' demand of Hoi Tat Estate and alleviate the burden of bus route number 701; the number of passengers to be affected by the re-routeing was approximately one person per trip for each bound, the bus stop after re-routeing was around 150 metres from the original one. He said that service adjustments would be made subject to passengers' demand after the extension of bus route number 702S. He responded that the patronage of bus route number 702B was approximately 20%, service adjustments would be made subject to passengers' demand upon the in-take of Pak Tin Estate. He pointed out that both bus route numbers 795X and X795 would travel between Mong Kok and SSP via West Kowloon Corridor, the routes would pass by areas including Cheung Sha Wan, Mei Foo and So Uk. Concerning the extension of bus route number 22 to Yen Chow Street, the company supported that the service of the route concerned in SSP could be enhanced and it was willing to discuss the matter of the route concerned with the Department.

25. Mr Joshua LI said that he had conducted a survey on bus route number 63X and collected approximately 330 views, this reflected the concerns of many residents over the route. He pointed out that nearly 70% of the interviewees opposed the arrangement of bus route number 63X not stopping at Mei Foo, among which 93% of Mei Foo residents and 63% of Lam Tei residents expressed their objection. According to the survey, more than 30 and 80 passengers boarded and alighted from buses in Mei Foo respectively during the morning peak period, 30 passengers boarded and alighted from buses in Mei Foo respectively during the evening peak period; this reflected the public demand for the original routeing. In addition, the bus company had subtly made permanent changes on

schedules for bus routes including bus route numbers N122 and N171; he was concerned that the original bus frequency would not be resumed after the epidemic and enquired about the reasons for TD not granting a temporary alteration permit. He said that the frequency of bus route number N171 was low, he asked whether inter-company interchange concessions of bus route numbers N72, N90, N170 and N171 would be provided.

26. Mr TAM Kwok-kiu said that the existing airport bus service in SSP District was uneven and there was no airport bus route in SSP East. He then said that the arrangement for bus stops should be made based on the new routeing of bus route number A23 and further improvements should be made with reference to the demand in Mei Foo mentioned by members. He pointed out that there was an urgent need for bus routes travelling to Kwun Tong and requested the Department to address the requests from the Committee.

27. Mr Jeffrey SIN suggested the bus routes travelling to Kwun Tong route through Ngau Tau Kok Road and Chun Wah Road to avoid congested road sections of Kwun Tong Road. He did not support the diversion of bus route number 701A to Hoi Tat Estate as this would cause inconvenience to residents of the reclamation area; the return trip would not pass by Hoi Tat Estate, it seemed that the arrangement was made without thorough consideration.

28. Mr WONG Kit-long suggested bus route number 6F pass by Fu Cheong Estate for the whole day to facilitate the elderly people to travel to Kwong Wah Hospital in the morning; in the long run, bus routes connecting the reclamation area and Nathan Road should be introduced to compensate for the lack of transport service after the cancellation of bus route number 212. He said that the patronage of bus route number 202 was rather low and the route concerned overlapped with bus route number 2, he hoped that resources could be utilised to extend the route to the area of Nathan Road.

29. The Chairman said that it was unreasonable to relocate the bus stop of bus route number 701A for 150 metres, the distance of relocating the bus stop of bus route number 296C from the terminus at Sham Mong Road to Ying Wa Primary School was too far as well; this would substantially increase the travelling time and the number of steps taken by residents. She then said that many elderly people travelled to Aqua Marine to go shopping by taking bus route number 701A, the re-routeing would affect the residents.

30. Mr Michael MAN responded that members' suggestions on the bus routes and transport services travelling from SSP to Kwun Tong were noted and would be considered thoroughly with the bus companies. The Department also noted members' views on bus route number 63X and would consider the views together with those of other DCs. Concerning the views on the frequency of overnight bus routes, the department would closely monitor the passengers' demand after the easing of the epidemic situation and follow up on the matter with the bus companies. The Department noted the suggestions

on the routing of bus route number 6F and would further review the travelling patterns of passengers with the bus company. The Department noted members' views on the proposed re-routing of bus route number 701A and would further discuss the matter with the bus company.

31. Mr Luka LAI responded that KMB agreed to provide whole-day service of bus route number 6F in principle; subject to the number of people being affected, KMB would formulate the plan concerned with TD and various stakeholders. He then said that KMB would consider expanding the service area of bus route number 202 actively and discuss the matter with the Department. He added that KMB agreed to advance the trips of bus route number 296C in principle and would apply to TD for the alteration concerned actively.

32. Mr Simon WONG responded that the proposed alteration of bus route number 701A would be further discussed with TD and it was hoped that the resources of the route concerned could be used effectively. He then said that it was decided that the frequency of bus route numbers N122 and N171 would be reduced due to continuous decrease in passengers' demand in the past year, the company would review the utilisation rate regularly and make service adjustments when necessary.

33. The Chairman concluded that the Committee put forward various views and suggestions on the programme, it was hoped that the departments and bus companies would follow up on the matter actively to enhance the bus routes of the district and facilitate commuting of the public; members could continue to follow up on the programme concerned with the Department.

(b) Concern over the Government's procedures of providing covers for three pavements in Sham Shui Po District (PTAC Paper 29/21)

34. Mr Ramon YUEN and the Chairman introduced Paper 29/21.

35. Assistant District Officer 1 responded that since the paper mentioned the discussion of a committee of the last-term DC, he hoped to provide Members with background information. The Government had announced in the Policy Address 2016 that DCs would be invited to nominate suitable major walkways on which covers were to be provided so that members of the public, the elderly people in particular, could walk under shelters and avoid sunshine and rain. Afterwards, TD and the Highways Department ("HyD") had consulted the Transport Affairs Committee ("TAC") of the Sham Shui Po District Council ("SSPDC") for four times from 2016 to 2017, the discussion and papers concerned could be downloaded from the homepage of SSPDC. With reference to the views collected at that time, TAC had submitted 11 proposals on covered walkways for the departments' consideration; the proposals submitted included the one concerning the pavement between Exit C1 of MTR Mei Foo Station and the car park of Lai Chi Kok Park, which referred to

the section of Lai Wan Road mentioned in the paper. The Government had announced in the Budget of the 2018-19 financial year that \$8 billion would be earmarked for expediting the construction of some local facilities or projects which were long awaited by the communities in various districts or enhancing certain existing local facilities; this was another policy initiative which was different from the one in the Policy Address 2016 and was led by the Government. After consolidating the views collected from DCs or local communities in the past, the Government had identified local facilities with keen demands in the districts and arranged various districts to use the reserved funds to implement the works projects concerned. He then said that he understood that Members had identified new demands arising from district development and hoped to enhance some local facilities. In view of the in-take of new housing estates in the district, if Members hoped to propose new district works projects, the matter could be handled according to the existing mechanism; for example, relevant departments could be invited to conduct feasibility studies.

36. Mr Donald HO responded that apart from the provision of covers for the three pavements by using the one-off grant involved in the Budget 2018-19, if the Department received suggestions on provision of covered walkways at other locations, it would conduct technical assessment in accordance with established procedures and examine the suitability of the locations concerned.

37. Mr Ramon YUEN said that regarding the suggestions on provision of covers which had been put forward by TAC at that time, as far as he knew, the suggestion on the section of Lai Wan Road had not been proposed in writing; instead, it was a suggestion which had been put forward by a then Member at a meeting. He enquired about the number of votes which had been voted for the proposal on the section of Lai Wan Road at that time and the order of priority concerned. He then said that the local facilities with keen demands which had been selected in 2018 should be based on the order of priority voted by DC or the views of DC should be consulted afresh. He opined that the works concerned did not aim at addressing the needs of residents, it seemed that the purpose was to respond to the request of the Chairman of the last-term DC.

38. Mr WAI Woon-nam said that the order of priority which had been decided by voting at that time reflected the locations with a need for provision of covers, including Woh Chai Street at Exit A of MTR Shek Kip Mei Station and Fat Tseung Street at Exit B of MTR Cheung Sha Wan Station. He opined that the demand for the section of Lai Wan Road was not very keen and hoped that the Department would provide statistics to support its claim.

39. Mr Jeffrey SIN hoped to know more about the details of provision of covers for Woh Chai Street at Exit B1 of MTR Shek Kip Mei Station, and expressed concern over the underground rock quality and pipelines of the pavement between Exit B1 and Mei Hei

House. He said that the pedestrian flow of Woh Chai Street at Exit A of MTR Shek Kip Mei Station was quite heavy during peak periods while the pavement was too narrow, he hoped that TD could examine the matter and study the option of widening the section of pavement concerned. He then said that the situation of illegal parking frequently occurred on the ramp of Woh Chai Street at Exit B1 of MTR Shek Kip Mei Station during late evening, less vehicles would be parked illegally on roads if the pavement was widened. He relayed that flooding occurred frequently outside Shum Oi Church at Woh Chai Street while raining, he hoped that the departments would tackle the problem.

40. The Chairman reminded that the focus of the paper was the selection procedures for the locations of covers. She requested the departments to follow up on the views of Mr Jeffrey SIN separately.

41. Ms Janet NG said that in general, members of the public travelled to MTR Mei Foo Station from Nob Hill via the covered walkway along Mei Foo Sun Chuen or the covered walkway outside Lai Chi Kok Library. It was learnt that due to technical constraints, a seamless cover connecting Nob Hill and the MTR Station could not be provided. She pointed out that the pedestrian flow of the section of Lai Wan Road was low and the demand for covers for pavement was not keen, thus she opined that resources should be allocated to other locations with greater demands.

42. Mr YEUNG Yuk said that DC had voted on the order of priority for provision of covers for pavements, the voting result should be respected. He hoped that the Department would provide information about the objective standards for selection of the three pavements and the procedures concerned.

43. The Chairman opined that the selection procedures were not transparent and it was unclear whether the demand for the section of Lai Wan Road was keen. She pointed out that the voting result at that time had already reflected the demand in order of priority; she did not understand why the voting result had not been used as reference, and hoped that the departments would provide information about the criteria concerned. She said that some district projects could not keep abreast of the times, consultation should be conducted afresh in response to the change of demand in the district.

44. Mr TAM Kwok-kiu said that the paper concerned mentioned the selection procedures for walkways on which covers were to be provided, the matter might involve misconduct in public office; the Office of The Ombudsman should investigate whether the matter involved maladministration. He requested the Department to face squarely the allegations in the paper and provide explanations.

45. Assistant District Officer 1 responded that the Government had announced in the Policy Address 2016 that DCs would be invited to nominate suitable locations and the

feasibility of providing covered walkways would be studied. At that time, the section of Woh Chai Street from Exit A of MTR Shek Kip Mei Station to Mei Leong House of Shek Kip Mei Estate had been selected by voting as the walkway on which covers were to be provided; relevant departments had reported to the Committee earlier that the works had commenced in the beginning of 2021. He then said that the other three locations mentioned in the paper were not directly related to the voting result at that time. The construction of these new facilities and the measures on district improvement works were led by the Government; after taking into consideration the views collected from DCs and local communities in the past, the Government had identified several local facilities with demands in the districts and arranged various districts to use the reserved funds to implement the works projects. The projects concerned were not led by DCs; the advance work for the works projects in various districts had been carried out, relevant policy bureaux and departments were implementing these projects gradually in accordance with established procedures. The Sham Shui Po District Office (“SSPDO”) understood that Members considered that it was necessary to provide covers for other pavements in light of community development. The District Minor Works Programme, which was implemented by the Home Affairs Department, funded minor works projects initiated by DCs and the districts to improve local facilities, living environment and hygienic conditions in the district; this also included the provision of covers for pavements at suitable and feasible locations. SSPDO was opened-minded towards members’ suggestions on provision of covers in light of the in-take of new housing estates or at other locations with such needs, it would handle the suggestions in accordance with established procedures. For example, the suggestions could be proposed and discussed at the meetings of the District Facilities Committee (“DFC”) and follow-up actions would be taken as appropriate after the suggestions were endorsed.

46. Mr Donald HO had nothing to add on his previous response.

47. Mr Ramon YUEN enquired about the government department responsible for selecting the three pavements on which covers were to be provided in the 2018 Budget. He asked about the technical constraints of the mechanisms of district minor works under SSPDO and that of TD as well as the difference between the two mechanisms. He also pointed out that district minor works did not cover the works for provision of covers for Exit A of MTR Shek Kip Mei Station, yet the works could be carried out by TD.

48. Assistant District Officer 1 responded that concerning district works such as covered walkways, the Government would make relevant decisions with relevant departments as a team. He then said that when carrying out district minor works, SSPDO would investigate the sites and conduct technical feasibility studies. SSPDO would listen to the needs of Members and the district in accordance with the existing mechanism. For instance, it would propose new projects apart from provision of covered walkways at the meetings of DFC; a recent example was the provision of covers for Sham Shing Road.

The premise was that the Government needed to carry out the district minor works concerned as far as practicable, subject to the availability of resources.

49. The Chairman said that she had suggested providing covered walkways in Fortune Estate many years ago, yet the district minor works could not be carried out due to technical problems; the works project had been carried out under the programme of the Budget 2018 eventually. She hoped that the departments would explain the difference in technical aspects regarding submission of works applications through different channels.

50. Assistant District Officer 1 responded that the nature, the area involved and the construction cost were different for each works project. District minor works projects mainly involved works projects which were less complex and addressed the needs of DCs and the communities more directly, there were relevant requirements and criteria such as the limit on the construction cost and the level of complexity of the project design as well; the works projects would be passed to departments which were more suitable for handling the matters if necessary.

51. Mr WAI Woon-nam enquired whether consultation and surveys on pedestrian flow had been conducted before selection of the locations. He opined that even the programme was led by the Government, it was necessary to prioritise the works projects by taking into account the actual needs.

52. Ms LAU Pui-yuk enquired whether the Government would provide additional resources again for provision of covers after 2018. She said that even if the order of priority was different, there was still a need for the facilities concerned; the works concerned should continue to be carried out when resources were available. She opined that the works projects led by the Government and those proposed by DC could be carried out simultaneously, the works progress should not be delayed.

53. Mr TAM Kwok-kiu said that the functions of DC included giving advice on prioritisation of work according to the district needs; when additional resources were available, the Government should listen to the views of DC and make relevant arrangements. He did not agree with the approach of carrying out the works without the conduct of consultation or provision of statistics. Reasonable justifications should be provided if the suggestions of DC were rejected.

54. Ms Janet NG requested that the consultation on the site selection for provision of covered walkways should be conducted afresh. She reiterated that she did not agree with the provision of covers for the section of Lai Wan Road, and opined that covers should be provided for locations with greater demands so that public money could be used more effectively. She hoped that the departments would provide professional advice according to the actual situation.

55. Mr Ramon YUEN hoped to propose a provisional motion.

56. The Chairman accepted the request and announced that the meeting would be adjourned for five minutes so that members could make preparation.

[The meeting was adjourned for five minutes.]

57. The Chairman announced that the meeting was resumed, and asked Mr Ramon YUEN, the mover, to introduce the provisional motion.

58. Mr Ramon YUEN introduced the provisional motion and it read as follows:

“The Planning Development and Transport Affairs Committee of the Sham Shui Po District Council requests the Government to shelf the plan of ‘provision of covers for the pavement between the car park of Lai Chi Kok Park and Exit C1 of MTR Mei Foo Station’ and consult the District Council and local residents afresh.”

59. Mr Joshua LI said that HyD and SSPDO had invited him twice to conduct site inspection, he had fully relayed the views of local residents on the plan to the departments at that time.

60. Assistant District Officer 1 reiterated that the Government had decided to implement the project concerned after considering district views; which was different from the allegations made by members.

61. Ms LAU Pui-yuk said that the Government had already allocated part of the resources to the plan concerned; if the motion of shelving the plan was carried, this might result in a waste of public money. She opined that she would support the construction of any infrastructure as long as it could benefit the public, thus she would abstain when voting on the motion.

62. Mr YEUNG Yuk said that the works concerned was still at the stage of site inspection, he opined that the shelving of the works would not waste public money.

63. Ms Janet NG pointed out that the departments had mentioned that covers could be provided for the section of Lai Wan Road only by dividing the covers into several sections; which was different from the expectation of the residents. Hence, she opined that the works would only result in a waste of public money.

64. The Chairman asked members to vote on the provisional motion in respect of Paper 29/21 which was moved by Mr Ramon YUEN and seconded by her.

65. The Committee voted on the provisional motion in respect of Paper 29/21 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 Andy LAO, Mr Leos LEE, Mr Richard LI, Mr Jay LI, Mr Ronald TSUI, Mr WAI Woon-nam, Mr WONG Kit-long, Mr Ramon YUEN
(17)

Against: (0)

Abstain: Mr Leo HO, Ms LAU Pui-yuk (2)

66. The Secretary announced the voting result: 17 members voted for it, no member voted against it and 2 members abstained.

67. The Chairman declared that the above motion was carried, and concluded that the Committee expressed concerns over the procedures for provision of covered walkways in the district and requested the departments to report the progress of the works for the section of Lai Wan Road to the Committee.

(c) Concern over the site of Cheung Sha Wan Cooked Food Market being used for the provision of transitional housing Request for the Government to consider the District Council's suggestion of "developing the site into a social welfare complex" (PTAC Paper 30/21)

68. Mr Ramon YUEN introduced Paper 5/21.

69. The Chairman said that before the meeting, the Secretariat had invited the representatives of the Transport and Housing Bureau ("THB") to the meeting but the Bureau declined. She asked members to refer to Response Paper 30b/21 of THB.

70. Miss Jessica HO introduced Response Paper 30a/21.

71. Ms LAM Tsz-kwan said that she understood that transitional housing was temporary in nature, it was not necessary to apply for change of planned uses even though it was not categorised as the use of "open space". However, she was perplexed by the Government's quick decision on the use of the site for provision of transitional housing. She enquired about the reasons for not considering other uses proposed by Members such as car park or social welfare complex, she was also concerned that the short-term tenancy

could be renewed indefinitely. She then said that the premise of change of planned uses was that nearby residents had a consensus on the development of the site which could address the needs of the district. She did not agree with the decision of using the existing idle site for provision of transitional housing simply because of the keen housing demand; the requests of nearby residents and Members had been neglected.

72. Mr Ramon YUEN said that in view of insufficient parking spaces in the vicinity, he enquired whether TD had considered using the site concerned as a temporary car park. He opined that the site had not yet been arranged for long-term development, while the short-term tenancy which could be renewed continuously might render the site unable to be developed. He considered that the Government had not consulted DC on the plan concerned as it had an urgent need for constructing a certain amount of transitional housing; it had disregarded the suitability of the site concerned. He was dissatisfied with the arrangements concerned.

73. Ms Janet NG said that the site was located at the industrial and commercial area, the option of using it for construction of a smart car park could be considered. She opined that it would be difficult for the Government to understand the public needs as it had not consulted DC. She hoped that a comprehensive consultation on the use of the site concerned could be conducted.

74. Mr TAM Kwok-kiu expressed concern over the long-term use of the site and opined that the Government carried out development according to policy directives only. He said that the consultation procedures for temporary use of idle sites were inconsistent; for some projects, only the DC Member of the constituency concerned had been consulted or consultation had not even been conducted. He enquired whether TD had reported the situation of insufficient parking spaces in the district to the Department or the Bureau.

75. Mr Jay LI opined that the Government had not given a clear account of the demand for construction of transitional housing, it had not consulted local residents or handled the matter according to established procedures for policy planning. He hoped that the departments would carry out procedures in a fair manner.

76. The Chairman said that she was surprised at the latest use of the site concerned since the Council had all along preferred to construct a social welfare complex there and the Government had not consulted DC on the plan in advance. She opined that the Government should respect the functions of DC and consult DC publicly to allow Members to raise their views and explain the matter concerned to the public.

77. Mr CHUM Tak-shing said that DC had a monitoring role, yet the last-term DC could not set up a working group to continue to follow up on the development of the site concerned. He then said that the Task Force on Transitional Housing under THB had not

informed DC during site selection and conduct of the tender exercise as well. He pointed out that the selected organisation had informed relevant DC Member of the project concerned only after winning the contract. He was concerned that as the Government had an urgent need for sites for construction of transitional housing, other departments might not be allocated with sites even if they had such needs.

78. Miss Jessica HO responded that the reply of the Planning Department (“PlanD”) mainly responded to the third question in the paper and focused on the planning aspect. She then said that in general, regarding temporary land use for not more than five years, application to the Town Planning Board (“TPB”) was not required as long as the land uses concerned complied with the law and regulations of other departments; it was not necessary to apply for planning permission for the proposed transitional housing project as well. The departments concerned would also process applications for temporary use of idle Government lands according to established procedures.

79. Mr Ramon YUEN suggested that when concluding the discussion, the Chairman could express dissatisfaction with the approach of handling the matter concerned and enquire the Labour and Welfare Bureau (“LWB”) and relevant departments of the progress of construction of the social welfare complex.

80. The Chairman said that the Social Welfare Department (“SWD”) stated that in respect of the paper concerned, the relevant information about construction of the social welfare complex was not available. She then expressed her dissatisfaction that after the Council had carried the motion related to the suggestion concerned in 2018, the matter had not been followed up so far.

81. Ms LAM Tsz-kwan said that social welfare facilities had been insufficient in recent years, SWD had requested for reservation of space for social welfare purpose in different newly built projects. She opined that relevant needs in the district should be reviewed afresh.

82. The Chairman said that SWD had responded that if a government building was to be built at the site concerned, it would provide social welfare facilities actively.

83. Ms LAU Pui-yuk said that the consensus of the last-term DC was that it was hoped that the development of the site could adopt the principle of “single site, multiple use”, she enquired about the department responsible for taking the lead to construct the social welfare complex. She opined that before the development of the site was determined, using the site for provision of transitional housing could address the needs of the society and alleviate the pressure on members of the public living in inadequate housing. She hoped that relevant departments could facilitate the construction of the social welfare complex actively.

84. Mr TAM Kwok-kiu opined that the Government might not take the initiative to construct the social welfare complex, Members should relay the social welfare needs of the district to SWD in order to determine the long-term use of the site concerned. He was dissatisfied with the consultation process of THB. He said that the short-term tenancy could be renewed continuously; therefore, when the five-year tenure expired, renewal of the tenancy should be rejected if there were greater demands such as the need for parking spaces.

85. Mr Jay LI said that last year, he had requested PlanD to provide information about the supply of open space and major community facilities within the areas of respective outline zoning plans of the district; the figures reflected that social welfare facilities were insufficient. He opined that as there was a site suitable for social welfare purpose, the option of developing the site should be considered actively. Even though the site was planned to be used for provision of transitional housing, it was still necessary to increase the supply of social welfare facilities in the district in the long run.

86. The Chairman said that there was a lack of social welfare facilities in the areas of private housing estates in Mei Foo and Cheung Sha Wan, the social welfare facilities in the newly built public housing estates were not sufficient to support Lai Chi Kok area as well.

87. Miss Jessica HO responded that generally speaking, if government departments needed to reserve government lands for development purpose, they must obtain the support from the relevant policy bureaux and the proponent departments of the projects or the coordinating departments would confirm the needs for the facilities concerned under the existing procedures.

88. The Chairman concluded that the authorities had not fully consulted the Committee on the transitional housing project, the Committee expressed regret over the authorities' approach of handling the matter. The Committee was dissatisfied that DC had not been consulted in advance and would write to THB and LWB to request the Bureaux to consider the Council's suggestion of constructing a social welfare complex at the site of the former Cheung Sha Wan Cooked Food Market.

(d) Request for the Transport Department to fully consult people on the smart car park project at Yen Chow Street
Objection to designating the entrance/exit of the smart car park at Sai Chuen Road (PTAC Paper 31/21)

89. Mr WONG Kit-long introduced Paper 31/21.

90. Mr Donald HO responded that TD had consulted the views of TAC of SSPDC on the smart car park project on 2 April 2019, the preliminary technical feasibility statement for the project had been completed. Since it was necessary to apply to TPB for planning

permission for the project concerned, TD and the Architectural Services Department (“ArchSD”) were handling relevant work and had commissioned a consultant to conduct various technical studies. Subject to the study results, the Department would submit relevant applications to TPB afterwards in accordance with Section 16 of the Town Planning Ordinance. After obtaining the planning permission, the Department would proceed to the next stage of work with ArchSD. The Department understood members’ concerns over the project, it noted members’ views and would relay them to the responsible units for follow up. The Department would consult DC again after obtaining more detailed information.

91. Mr WONG Kit-long said that since the Department could not answer the enquiries in the paper, he suggested the Department respond to the enquiries in one go when it consulted the Committee again. He reiterated his concern that the location concerned, in particular Sai Chuen Road, could not afford the traffic flow to be brought about by the smart car park.

92. Ms LAU Pui-yuk enquired about the reasons for changing the exit of the proposed smart car park from Yen Chow Street to Sai Chuen Road. She said that one of the reasons for the increase in the traffic burden on roads was the serious problem of illegal parking, she hoped that enforcement actions could be strengthened.

93. The Chairman said that illegal parking was one of the contributing factors but the emphasis of the paper was on the design of the car park.

94. Mr Donald HO responded that members’ views would be relayed to the responsible units.

95. Mr TAM Kwok-kiu enquired whether the Department would explain the report on the feasibility study to the Committee and whether it would give a response to the matter of insufficient parking spaces.

96. Mr Donald HO responded that since the department was still preparing for the design of the smart car park, it would consult the Committee again after detailed information became available.

97. The Chairman said that the Department should respond to the enquiries in the paper as soon as possible upon completion of the detailed design. She then said that residents of Fu Cheong Estate and Wing Cheong Estate were very concerned about the design of the smart car park as the traffic of Sai Chuen Road was already very busy. She requested the Department to reconsider the location of the entrance/exit of the car park after taking into account actual circumstances.

98. Mr TAM Kwok-kiu said that in the last term, TD had stated that the Committee would be consulted again upon completion of the feasibility study; he reminded the Department that this could not be replaced by the consultation on planning application.

99. The Chairman asked members to vote on Motion 1 in Paper 31/21. The motion was moved by Mr WONG Kit-long and seconded by Mr Jeffrey SIN. It read as follows:

“The Transport Department is requested to fully consult people on the smart car park project at Yen Chow Street to meet the aspirations of local residents.”

100. The Committee voted on Motion 1 in Paper 31/21 by open ballot, the voting result was as follows:

For: Ms Zoé CHOW, Mr YEUNG Yuk, Ms Janet NG, Mr Joshua LI,
Mr TAM Kwok-kiu, Ms Eunice CHAU, Mr Calvin HO,
Mr Leo HO, Mr KONG Kwai-sang, Ms LAU Pui-yuk, Mr Jay LI,
Mr Jeffrey SIN, Mr WONG Kit-long, Mr Ramon YUEN
(14)

Against: (0)

Abstain: (0)

101. The Secretary announced the voting result: 14 members voted for it, no member voted against it and no member abstained.

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

103. The Chairman asked members to vote on Motion 2 in Paper 31/21. The motion was moved by Mr WONG Kit-long and seconded by Mr Jeffrey SIN. It read as follows:

“Object to designating any entrance/exit of the smart car park at Sai Chuen Road to avoid increasing the traffic burden on Sai Chuen Road.”

104. The Committee voted on Motion 2 in Paper 31/21 by open ballot, the voting result was as follows:

For: Ms Zoé CHOW, Mr YEUNG Yuk, Ms Janet NG, Mr Joshua LI,
Mr TAM Kwok-kiu, Ms Eunice CHAU, Mr Calvin HO,
Mr KONG Kwai-sang, Mr Jay LI, Mr Jeffrey SIN,
Mr WONG Kit-long, Mr Ramon YUEN

(12)

Against: (0)

Abstain: Mr Leo HO, Ms LAU Pui-yuk (2)

105. The Secretary announced the voting result: 12 members voted for it, no member voted against it and 2 members abstained.

106. The Chairman declared that the above motion was carried. She concluded that it was hoped that TD would consider members' views to avoid the traffic of Sai Chuen Road being overloaded, the department should also maintain close communication with the DC Member of the constituency concerned after completion of the study on the smart car park project.

107. The Chairman said that Mr YEUNG Yuk hoped to advance the discussion on item (h).

108. The Committee agreed with the above arrangement.

(h) Concern over the casualties of traffic accidents at Tsing Sha Highway (PTAC Paper 35/21)

109. Mr YEUNG Yuk introduced Paper 35/21.

110. Mr YUNG Chung-pui introduced Response Paper 35a/21.

111. Mr Donald HO responded that TD would propose corresponding improvement measures based on traffic factors, common features and the actual circumstances at the scene of locations where traffic accidents occurred frequently. The Department had earlier arranged for the provision of traffic signs at the location mentioned in the paper to remind drivers to "turn right ahead, reduce speed now". The Department would continue to monitor the traffic condition of the above location and consider other additional improvement measures if necessary; it would also maintain close communication with the Hong Kong Police Force ("HKPF") to obtain information about the investigation report on the accident concerned.

112. Mr YEUNG Yuk enquired the Police of the locations included in the figures on traffic accidents and asked when TD would provide the traffic signs.

113. Mr YUNG Chung-pui responded that the section of Tsing Sha Highway starting from the toll booths was under the purview of Kowloon West Police District, the figures on traffic accidents were based on traffic accidents occurred in Kowloon West.

114. Mr Donald HO responded that the signs concerned had been installed during the period from 2018 to 2019.

115. Mr YEUNG Yuk said that nearby residents witnessed the occurrence of traffic accidents frequently at the location mentioned in the paper, they might not call the Police in view of minor accidents. He then said that the existing signs of the road section concerned were still insufficient. In particular, at the location where four lanes were changed to two lanes with a subsequent right turn, vehicles might ram into the kerb easily; he hoped that the Department would further review the matter concerned.

116. Mr TAM Kwok-kiu said that the number of traffic accidents had not decreased after provision of the signs, he opined that the Department had to review the effectiveness. He then said that as the highway concerned was a new one, drivers might not be familiar with the route yet; he did not wish to see the problem being handled only after the occurrence of major accidents.

117. Mr YUNG Chung-pui responded that the figures on accidents in the report had already included the location mentioned in the paper.

118. Mr Donald HO responded that members' views were noted.

119. The Chairman concluded that it was hoped that the departments would review the traffic signs of relevant road sections of Tsing Sha Highway and consider providing clearer signs of speed reduction to avoid traffic accidents.

(e) Request for the Transport Department to proactively implement low speed zones, install traffic calming devices at suitable streets in Sham Shui Po District so as to further improve pedestrian safety (PTAC Paper 32/21)

120. Mr Jay LI introduced Paper 32/21.

121. Mr CHAN Sze-ho introduced Response Paper 32a/21.

122. Mr Jay LI enquired whether the low speed zone was the focus of the "Consultancy Study on Enhancing Walkability in Hong Kong" and whether the implementation of low speed zones would be extensively extended to other locations after conduct of a trial. He said that there were many bazaars in SSP District, the district was suitable for

implementing low speed zones and providing speed ramps. He hoped that the Department would provide more information upon completion of the study.

123. Ms Janet NG opined that speed ramps should be provided at locations where traffic accidents easily occurred as soon as possible. She said that the vehicle speed was already very low at some locations due to the actual road conditions; she considered that the causes of accidents were mostly related to illegal parking.

124. Mr TAM Kwok-kiu said that the main purpose of enhancing walkability was to ensure pedestrian safety, measures such as provision of speed ramps were implemented to provide a safe road condition to pedestrians. He opined that priority should be accorded to provision of the facilities concerned at locations where accidents occurred easily, and hoped that the Police would complement the policies of TD and strengthen enforcement efforts.

125. Ms LAU Pui-yuk said that apart from low speed zones, other suggestions such as enhancement of the road section from Nam Cheong Street to the reclamation area and consolidation of road markings were also proposed in the study; she enquired about the progress of the improvement measures under the plan. She opined that apart from hardware, education and publicity as well as law enforcement were also very important; it was crucial to implement measures at different aspects in order to ensure pedestrian safety.

126. Mr Joshua LI had reservation on the suggestion of implementing low speed zones at major trunk roads where many buses routed through such as Un Chau Street and Yu Chau Street. He said that the major concern of those road sections was that the serious problem of illegal parking would cause obstruction of the drivers' sightlines, this would render the drivers unable to notice the pedestrians and accidents would then occur easily.

127. Mr CHAN Sze-ho responded that regarding measures such as promotion of low speed zones and provision of speed ramps, it was necessary to consult relevant stakeholders after identifying suitable locations. He noted members' views and would relay them to the responsible units for follow up.

128. Mr TAM Kwok-kiu said that he regretted that the responsible units did not send representatives to the meeting to respond to members' enquiries; he opined that the subject officers should explain the matter to the new-term DC again.

129. Ms Janet NG requested the Department to provide information about the proposed locations and schedule for provision of speed ramps.

130. Mr Jay LI opined that the Department should explain the study report and the progress to the Committee.

131. The Chairman asked members to vote on the motion in Paper 32/21. The motion was moved by Mr Jay LI and seconded by Mr TAM Kwok-kiu. It read as follows:

“The Committee requests the Transport Department to designate low speed zones and install more concrete traffic calming devices at suitable streets in Sham Shui Po District. During the process, the Department has to consider the needs of all road users properly and continue to allay the concerns of the public and the drivers. Since the concept of low speed zones may be easily misunderstood, it is suggested that the Department needs to explain the concept and the concrete details to the public, the transport trades, the drivers and various sectors with the Committee.”

132. The Committee voted on the motion in Paper 32/21 by open ballot, the voting result was as follows:

For: Ms Zoé CHOW, Ms Janet NG, Mr CHUM Tak-shing,
Mr TAM Kwok-kiu, Ms Eunice CHAU, Mr Calvin HO,
Mr Leo HO, Mr KONG Kwai-sang, Mr Andy LAO, Mr Jay LI,
Mr WAI Woon-nam, Mr WONG Kit-long, Mr Ramon YUEN
(13)

Against: (0)

Abstain: (0)

133. The Secretary announced the voting result: 13 members voted for it, no member voted against it and no member abstained.

134. The Chairman declared that the above motion was carried. She concluded that the Department needed to continue to enhance the walkability of the district, in particular the locations where accidents easily occurred as mentioned in the paper. The Department was requested to implement various measures on using SSP District as the pilot area of “walkable city” as soon as possible.

(f) Follow up on the role of the Home Affairs Department in co-ordinating and facilitating the disposal of abandoned vehicles in a more effective manner (PTAC Paper 33/21)

135. Mr Jay LI introduced Paper 33/21.

136. 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 33a/21 of LandsD.

137. Mr Ryan SHE responded that SSPDO noted and understood members' concerns over abandoned vehicles. He then said that relevant departments had worked out the modus operandi of joint clearance operations to handle abandoned vehicles on roadside, parking spaces, pavements and public transport interchanges. TD would affix notices on abandoned vehicles pursuant to Section 6 of Land (Miscellaneous Provisions) Ordinance (Cap. 28). If the vehicles concerned remained intact upon the expiry of the notice period, HyD would be responsible for towing away the abandoned vehicles to the storage pounds managed by LandsD for disposal. SSPDO would play the co-ordinating and facilitating role in the above joint clearance operations. If the vehicles posed immediate danger to road users or caused traffic obstruction, it was believed that HKPF would continue to focus on dealing with the vehicles concerned. LandsD would be responsible for dealing with abandoned vehicles on unleased and unallocated government lands other than public roads. He said that relevant departments had already adopted the above modus operandi of joint clearance operations on a trial basis in Yau Tsim Mong District in the first quarter of this year, the implementation would be extended to Central and Western District, Kowloon City District, Sai Kung District and Tuen Mun District at the next stage. Subject to the progress of joint operations in the above four districts, the departments would gradually extend the joint operations to other districts including SSP District. Regarding report channels, members of the public could call 1823 Call Centre to report abandoned vehicles, the centre would refer the information concerned to relevant departments for follow up and handling.

138. Mr WAN Chi-pui introduced Response Paper 33b/21.

139. Mr Ricky LEE responded that HyD would provide support to the joint operations of SSPDO.

140. Mr Calvin HO said that there were private roads in SSP District and many abandoned vehicles had been left idle there for a long time. He asked whether the joint operations would cover private roads and enquired about the ways to handle the matter concerned.

141. Mr TAM Kwok-kiu said that it was difficult for owners of private roads to deal with abandoned vehicles on their own, he hoped that the operations of SSPDO would cover private roads.

142. Mr CHUM Tak-shing asked when the pilot scheme would end and whether other operations would be carried out in SSP during this period of time. He also enquired how long it would take to proceed from the affixation of notices by TD to the towing away of vehicles by HyD.

143. Mr Joshua LI enquired about the procedures and charges for vehicle owners to claim the vehicles which were towed away to the storage pounds managed by LandsD, and asked how the vehicles would be handled if no one claimed them.

144. Mr Jay LI said that apart from calling 1823, he enquired whether there were other ways to report abandoned vehicles such as reporting to SSPDO.

145. Mr Ryan SHE responded that the joint operations mainly dealt with abandoned vehicles on public roads and did not cover private roads. Owners of private roads could relay the situation to relevant Liaison Officers of SSPDO so that SSPDO would provide support to management companies, they could also choose to call the Police to handle the problem. He then said that the joint operations had commenced in the above four districts, relevant departments were reviewing the operational procedures and effectiveness of the new modus operandi. The timetable for extension to other districts would depend on the work progress of the above four districts, there was no definite timetable for the time being. Concerning members' enquiries about operational procedures such as the duration of affixing the notices and the claim of vehicles, it was necessary to map out the details of the joint operations first. He said that apart from calling 1823, the public and members could relay their views to the District Management Section of SSPDO or Liaison Officers of the areas concerned so that the matters would be referred to relevant departments for follow up and the option of including the locations concerned in the target locations of joint operations would also be considered.

146. Mr WAN Chi-pui responded that the Road Traffic Ordinance did not cover private roads. Therefore, if the Police received reports on abandoned vehicles, it would refer the cases to management companies or organisations of the lands concerned for handling. The Police greatly welcomed the joint operations concerned and had prepared manpower to provide support. He then said that the notice period under Section 6 of the Land (Miscellaneous Provisions) Ordinance (Cap. 28) would be 48 hours in general.

147. Mr TAM Kwok-kiu hoped that the Department would consider members' views on private roads, and enquired whether the departments or the Police could assist in confirming whether the abandoned vehicles on private roads were missing vehicles.

148. Mr WAN Chi-pui responded that members of the public could call the Police if they suspected that the abandoned vehicles on private roads were missing vehicles. The Police would also assist in investigating the licence plates or/and vehicle licences to confirm whether the vehicles were missing vehicles.

149. Mr TAM Kwok-kiu enquired about the ways to deal with abandoned vehicles without licence plates or vehicle licences.

150. Mr Ryan SHE responded that relevant information was not available for the time being.

151. The Chairman hoped that SSPDO would assist in suggesting ways to handle the problem.

152. Ms Janet NG opined that the problem could be handled by considering the cases as occupation of public places by ordinary miscellaneous items.

153. The Chairman concluded that it was hoped that the departments could actively deal with abandoned vehicles in the district including those being parked on private roads to reduce obstruction of roads.

(g) How the Government respond to the worsening situation of traffic contraventions brought about by the surge of food delivery couriers by motorcycles and bicycles in Sham Shui Po District (PTAC Paper 34/21)

154. Mr KONG Kwai-sang introduced Paper 34/21.

155. Mr CHAN Sze-ho responded that the Department had adopted a series of short, medium and long-term measures to increase the supply of parking spaces. Short-term measures included providing on-street parking spaces at suitable locations without affecting other road users. Medium and long-term measures included adopting the higher standard of the number of parking spaces under the Hong Kong Planning Standards and Guidelines, requiring developers to provide public parking spaces and providing public parking spaces at suitable sites of Government, Institution or Community facilities and public open space under the principle of “single site, multiple use”.

156. Mr WAN Chi-pui introduced Response Paper 34a/21. If members of the public had video footage and information about offending vehicles, they were welcomed to provide the information to the Police for follow up.

157. Mr TAM Kwok-kiu enquired about the difference in dealing with contraventions by bicycles and motorcycles.

158. Mr WAN Chi-pui responded that when contraventions by motorcycles were recorded, the Police could follow up on the cases based on the information of the licence plates of the motorcycles. However, as there was no licence plate on bicycles for identification, it was difficult to follow up on the cases unless the Police conducted stop checks on the spot. He then said that after analysing the traffic accident black spots of bicycles or motorcycles, the Police would carry out designated patrols and strengthen enforcement actions. If it was found that a cyclist with a driving licence contravened the

law, driving-offence points would be incurred; even if the offender did not have a driving licence, the same punishment would be imposed after he/she obtained one.

159. The Chairman concluded that in view of the increase in the number of motorcycles and bicycles in the district, it was hoped that the Department would step up efforts in regulating relevant drivers; in the long run, the supply of parking spaces should be increased as appropriate.

(i) Improve the safety of traffic facilities at Nam Shan Chuen Road (PTAC Paper 36/21)

160. Mr TAM Kwok-kiu introduced Paper 36/21.

161. Mr WAN Chi-pui introduced Response Paper 36a/21 and said that enforcement actions would be strengthened at the road section concerned. Apart from issuance of fixed penalty tickets, vehicle owners would be required to drive away their vehicles immediately or their vehicles would be towed away instantly.

162. Mr CHAN Sze-ho responded that in view of the illegal parking problem of the vehicular run-in/out of Shek Kip Mei Park at Nam Shan Chuen Road, the Department would add hatched markings which prohibited the parking of vehicles at the location concerned to ensure that the sightlines of drivers would not be obstructed when the vehicles left the park. Regarding the suggestion of alteration of parking spaces, since it involved substantial alteration of road markings and facilities, the department would follow up on the suggestion with Members after studying its feasibility.

163. Mr TAM Kwok-kiu appreciated that the departments were handling the matter concerned actively, he hoped that the implementation of relevant measures could be expedited. He said that as the works for the car park of Nam Shan Estate was being carried out, drivers might choose to park their vehicles on roadside illegally due to the decrease in the number of parking spaces; he hoped that the situation would improve upon completion of the works. He then requested the Police to step up enforcement efforts and requested TD to consider providing parking spaces at Nam Shan Chuen Road.

164. Mr WAN Chi-pui responded that road safety would be the top priority and enforcement actions would be strengthened subject to the availability of resources.

165. Mr CHAN Sze-ho responded that after studying the feasibility of the suggestions in the paper, the department would liaise with relevant stakeholders and take follow-up actions.

166. The Chairman concluded that it was agreed that the traffic condition in the community should be improved, the departments were requested to maintain close communication with relevant Members and follow up on the matter concerned.

(j) Strong request for providing a traffic light and crossing facilities at the junction of Un Chau Street and Hing Wah Street at once (PTAC Paper 37/21)

167. Mr CHUM Tak-shing introduced Paper 37/21, and opined that HyD needed to manage the laying of underground pipelines.

168. Mr Donald HO responded that TD had earlier arranged HyD to carry out trial pits at the location mentioned in the paper. However, it was found that the remaining space was inadequate due to the obstruction by underground pipelines, no suitable location for provision of a traffic light could be identified for the time being. To identify a suitable location for provision of the traffic light, the Department suggested adjusting the location of the existing crossing by relocating it westwards or re-arranging the slow lane of Un Chau Street from the lane beside the pavement to the one in the centre of the road. After drafting the plan, the Department would discuss the matter with the DC Member of the constituency concerned. If the suggestion was feasible, HyD would be arranged to conduct underground investigation work again; if adequate space could not be obtained, it would be necessary to arrange for relocation of underground pipelines.

169. Mr Ricky LEE responded that upon receipt of a works order from TD, HyD would arrange for investigation works to identify a suitable location for provision of the traffic light. In case of inadequate space, it would be necessary to discuss the relocation of underground pipelines with the relevant public utilities. He then said that the laying of underground facilities was not under the purview of HyD.

170. Mr CHUM Tak-shing enquired how TD determined the feasibility of the works. He said that it took a long time for HyD to commence the works after the issuance of the works order by TD, he enquired whether HyD would accord priority to carrying out the works concerned. He then asked whether other temporary measures would be implemented in the meantime to ensure pedestrian safety.

171. Mr TAM Kwok-kiu said that the progress of the road improvement works was slow and there was no channel to monitor the works at present. He then said that the works would come to a standstill in case of situation involving relocation of underground pipelines, he opined that TD should consider other solutions to ensure pedestrian safety.

172. The Chairman said that many residents jaywalked in the vicinity of the location concerned, which was very dangerous; however, traffic lights and crossings could not be provided there so far. She opined that pedestrian safety should be the top priority; in case

of engineering difficulties, other options should be explored or technical studies should be conducted.

173. Mr Donald HO responded that since a traffic light could not be provided at the originally proposed location, the Department had drafted a new plan which included relocation of the proposed crossing; it would assess whether the relocation would affect other locations and would not rule out the option of narrowing the road to one traffic lane. The department would conduct a technical assessment on vehicular flow and arrange HyD to carry out investigation works after holding district consultation. He then said that the Department also suggested providing traffic signs at the location concerned to remind the public not to jaywalk there.

174. Mr Ricky LEE responded that it took time to apply for an excavation permit and it was necessary to submit traffic diversion arrangements to TD and the Police when carrying out works on carriageways, thus it would take longer time to conduct the work. He said that different factors had led to the delay of the works, he appealed for members' understanding on this.

175. The Chairman concluded that it was necessary to consider the safety of pedestrians when crossing roads as well as the road safety. It was hoped that when the departments encountered difficulties in respect of the improvement works, they would study other feasible options actively and expedite the current works progress.

(k) Issues concerning Hoi Tat Estate in Cheung Sha Wan and the opening of nearby facilities (PTAC Paper 38/21)

176. The Chairman and Mr Ramon YUEN introduced Paper 38/21. She then said that before the meeting, the Secretariat had invited representatives from the Housing Department ("HD"), SWD and the Leisure and Cultural Services Department to the meeting but the departments declined. She asked members to refer to Response Papers 38a/21 and 38b/21.

177. Mr Ramon YUEN said that upon completion of the works, it would still take a very long time to wait for the commencement of operation of the facilities; he was disappointed with the replies of the departments.

178. The Chairman said that despite the in-take of many public housing estates in the district in recent years, the ancillary facilities in the vicinity were not yet available for use even after residents had moved in. She opined that the commencement of operation of the facilities should dovetail with the in-take schedule.

179. Mr TAM Kwok-kiu enquired about the progress of Hoi Tat Estate market and the bus terminus.

180. The Chairman said that Hoi Tat Estate market was managed by HD and the progress concerned was reflected in the response paper.

181. Mr Keith WONG responded that as the bus terminus was built by HD, there would be plenty of advance work to be done even after its completion; the schedule for the commencement of operation would depend on the actual progress of acceptance procedures.

182. The Chairman concluded that it was hoped that the departments would provide updates on the construction and opening of the facilities concerned in a timely manner.

Agenda Item 3: Follow-up matters

(a) List of follow-up actions for matters of discussion at PTAC meeting (PTAC Paper 39/21)

183. The Committee noted the report concerned.

(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 40/21)

184. The Committee noted the report concerned.

Agenda Item 4: Any other business

185. Members did not raise any other business.

Agenda Item 5: Date of next meeting

186. The next meeting would be held at 9:30 a.m. on 10 June 2021 (Thursday).

187. There being no other business, the meeting ended at 4:30 p.m.

District Council Secretariat
Sham Shui Po District Office
May 2021