

(Translation)

Minutes of the 4th Meeting of the Traffic and Transport Committee of
Sham Shui Po District Council (7th Term)

Date: 1 August 2024 (Thursday)

Time: 9:30 a.m.

Venue: Conference Room, Sham Shui Po District Council

Present

Chairman

Mr CHAN Kwok-wai, MH

Vice-Chairman

Mr CHEUNG Tak-wai

Members

Mr HO Kwan-chau

Ms WU Wanqiu

Mr LEE Wing-man, MH

Mr LAM Wai-man, Raymond

Ms KWOK Yin-lai, MH

Mr CHAN Wai-ming, BBS, MH, JP

Mr CHAN Lung-kit

Ms CHEN Lihong

Ms CHUM Pik-wa

Dr WONG Chung-leung, JP

Ms LAU Pui-yuk, MH

Co-opted Member

Mr YEUNG Ying-sum, Samuel

In Attendance

Miss LAI Ho-ting, Ally

Assistant District Officer (Sham Shui Po) 1

Mr LAI Yuk-fai

Station Sergeant of District Traffic Team, Sham Shui Po District,
Hong Kong Police Force

Mr YAU Kung-yuen, Corwin

Senior Transport Officer/Sham Shui Po, Transport Department

Mr HO Chun-kit, Ethan

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

Mr YU Wai-ho

Project Coordinator/Sham Shui Po, Transport Department

Mr POON Tsing, Leo	Engineer/Cheung Sha Wan, Transport Department
Ms NG Lai-ling, Avis	District Engineer/Lai Chi Kok, Highways Department
Mr YIP Pui-lam, Paul	District Engineer/Sham Shui Po, Highways Department

Secretary

Mr CHU Lok-ming, Raymond	Executive Assistant (District Council) 1, Sham Shui Po District Office
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Opening Remarks

The Chairman welcomed members and representatives of government departments to the 4th meeting of the Traffic and Transport Committee (“TTC”) of the 7th term of the Sham Shui Po District Council (“SSPDC”), including the new co-opted member, Mr Samuel YEUNG.

Item 1: Confirmation of Minutes of the 3rd Meeting of the Traffic and Transport Committee

2. The Committee confirmed the minutes without amendment.

Item 2: Concerns regarding the Traffic Facilities and Safety in the Vicinity of Hai Tan Street and Kweilin Street (TTC Paper No. 13/2024)

3. The Chairman introduced Paper No. 13/2024.

4. Mr YU Wai-ho responded that: (i) the Transport Department (“TD”) did not support the installation of convex mirrors (commonly known as “fish-eye mirrors”) on public roads, as the images displayed by “fish-eye mirrors” might differ greatly from the actual situation and might cause drivers to misjudge the road conditions. Especially at night, drivers might be temporarily blinded by the strong headlights reflected by “fish-eye mirrors”, increasing the chances of traffic accidents; (ii) currently, the daily operation at the junction of Kweilin Street and Hai Tan Street was normal, and the traffic, pedestrian flow, and accident numbers were not higher than the general level. Adding unnecessary traffic lights would cause unnecessary obstruction and delay to traffic and pedestrians. Furthermore, audible traffic signals could also cause noise nuisance to nearby residents. Therefore, TD had reservations about the suggestion of adding traffic lights at the that junction; (iii) TD would, however, consider extending the double yellow lines at the nearby loading/unloading bay to prevent vehicles from loading, unloading or parking at the junction, in order to improve pedestrian visibility.

5. The views of members were consolidated as follows: (i) suggested that the Department conduct on-site inspections of the traffic situation in the vicinity of Seaside Sonata and explore short, medium, and long-term solutions to improve road safety; (ii) suggested that the Department draw a “No Stopping” sign at the exit of Seaside Sonata Carpark (Tung Chau Street); (iii) suggested that the Department consider installing flashing lights on Tung Chau Street to remind drivers to slow down before passing through the exit of the Seaside Sonata Carpark.

6. Mr YU Wai-ho responded that: (i) there was already a “No Stopping” road sign outside the exit of Seaside Sonata Carpark (Tung Chau Street); and (ii) considered extending the double yellow lines near the loading/unloading bay at the junction of Hai Tan Street and Kweilin Street, and adding “Slow” road markings and “Pedestrian on or Crossing Road Ahead” warning signs on Hai Tan Street and Kweilin Street, hoping to improve road safety.

7. The views of members were consolidated as follows: (i) suggested that the Department conduct on-site inspections in order to develop plans to improve road safety; and (ii) enquired if the situation of illegal parking on the road had been referred to law enforcement departments for follow-up.

8. Mr LAI Yuk-fai responded that: (i) the Sham Shui Po District Traffic Team had held a meeting with the chairman of the owners’ corporation and representatives of the management office of Seaside Sonata on road safety issues, and provided two telephone hotlines to the management office for them to call and notify the dedicated team to handle illegal parking when found; (ii) the exit of Seaside Sonata Carpark on Tung Chau Street was not a restricted area, and loading and unloading of passengers and goods were allowed. However, the Police would remind drivers to leave as soon as possible after completing loading and unloading; and (iii) suggested that the management office of Seaside Sonata install sensors at the exit of the carpark to emit lights and sounds to remind pedestrians when a car was leaving the carpark in order to avoid accidents.

9. The Chairman concluded by suggesting relevant departments conduct on-site inspections to explore solutions to improve the situation of the above-mentioned road sections.

Item 3: Proposal of a Walkway Cover Extension at Exit B of MTR Nam Cheong Station (TTC Paper No. 14/2024)

10. A member introduced Paper No. 14/2024.

11. Mr Leo POON responded that TD noted the above suggestions and needed to collect pedestrian flow statistics and see whether the expected pedestrian flow of the road section met the relevant standard requirements before setting the needed items for the works. After that, the Department would review the feasibility of the works and check the cadastral record of the relevant location, and report the results to the Committee in a timely manner .

12. The views of members were consolidated as follows: (i) suggested that the

Department conduct ground investigation work on that road section in parallel to ensure the progress of the works; (ii) the proposed location of the works was adjacent to the Cheung Sha Wan Promenade, and enhancing supporting facilities would help attract tourists; (iii) believed that it was necessary to add a walkway cover, considering the needs of the elderly and the influx of people that the new school would bring; (iv) enquired whether the Department would collaborate with the MTR to follow up on matters related to the works; (v) enquired about the progress of confirmation of cadastral records; and (vi) enquired about the required pedestrian flow standards for adding walkway covers.

13. Mr Leo POON responded that: (i) after setting the needed items for the works, the situation of the underground utilities within the work site would be reviewed to confirm that the location was suitable for subsequent processes; (ii) according to the guidelines, the required hourly pedestrian flow for adding walkway covers was 3 000; and (iii) the Department was checking the cadastral records of the relevant land with the Lands Department (“LandsD”), and would also confirm with the MTR later.

14. A member pointed out that in severe weather conditions, especially in stormy weather, crowds of people on a small covered section of the walkway would constitute potential safety issues, and hoped that the Department would take it into consideration.

15. Mr Leo POON responded that he would reflect the above situation to the MTR later and suggest that it take improve measures.

16. The Chairman concluded that the Committee noted the content of the report, and hoped that relevant departments would update work progress in a timely manner.

Item 4: Proposal of Access Facilities at Exit A of MTR Mei Foo Station – Provision of a Walkway Cover and a Pedestrian Ramp (TTC Paper No. 15/2024)

17. A member introduced Paper No. 15/2024.

18. Mr Leo POON responded that: (i) TD noted the above suggestions and needed to collect pedestrian flow statistics and consider whether the expected pedestrian flow of the road section would meet the relevant standard requirements before confirming the needs of the works. After confirming the needs of the works, the Department would review the feasibility of the works and check the cadastral records of the relevant location, and report the results to the Committee in a timely manner; (ii) according to the records of LandsD, the road section next to the elevator at Exit A of MTR Mei Foo Station with a fence was a

private lot, and TD was unable to carry out construction work there.

19. The views of members were consolidated as follows: (i) suggested that TD review the road sections with MTR stations in Sham Shui Po District, and proactively identify locations that would require walkway covers; (ii) suggested that the Department jointly review the feasibility of adding a ramp to the fence next to the elevator at Exit A of MTR Mei Foo Station with relevant stakeholders of Mei Foo Sun Chuen; and (iii) suggested that the Department consider including factors such as changes in demographic trends in the requirements for construction of facilities in the future, and be responsive to the actual circumstances.

20. Mr Leo POON responded that: (i) would relay to the responsible divisions of TD the suggestion of adding walkway covers near the exits of MTR stations in the district; (ii) consideration would be given to a basket of factors such as the needs of the elderly and the number of people flow when adding facilities. Members' opinions on the requirements for adding facilities would be relayed to responsible colleagues later.

21. The Chairman concluded that the Committee noted the content of the report.

Item 5: Proposal to Improve the Transport Routing in Nam Shan and Tai Hang Tung for Convenient Travelling to the Hospital (TTC Paper No. 16/2024)

22. A member introduced Paper No. 16/2024.

23. Mr Corwin YAU responded that: (i) understood the changing demand for public transportation due to the aging population in the district, especially the inconvenience for residents in north of Nam Shan Estate to travel to Caritas Medical Centre; at the same time, due to the upcoming demolition of Tai Hang Sai Estate, the Department also needed to consider the impact of the overall population decline trend when adjusting transportation routes; (ii) currently, residents of Tai Hang Tung and Nam Shan Estate going to Caritas Medical Centre could take Kowloon Motor Bus ("KMB") Route No. 6D at the stop of Concordia Lutheran School on Woh Chai Street or at the stop of Shek Kip Mei Station. That route ran between Ngau Tau Kok and Mei Foo, passing through Tai Hang Tung and Cheung Sha Wan; and (iii) TD was currently reviewing the overall public transportation services in the vicinity of Caritas Medical Centre, hoping to optimise transportation connections.

24. The views of members were consolidated as follows: (i) enquired whether a new stop

could be added to the existing transportation route to Caritas Medical Centre; (ii) reflected the low frequency of Kowloon Green Minibus (“GMB”) Route No. 42, and suggested exploring feasible solutions to shorten the waiting time; (iii) enquired whether TD would collaborate with representatives from the transport sector to optimise transportation routes within the district; and (iv) reflected that the red minibuses (“RMBs”) to Caritas Medical Centre (hereinafter referred to as the “Kwun Tong-Castle Peak Route”) were often full at stops of Nam Shan Estate, Tai Hang Tung and Tai Hang Sai, and enquired with the Department about a solution.

25. Mr Corwin YAU responded: (i) as many GMB operators were small and medium enterprises, the trade might not be able to utilise advanced information technology to improve services. Therefore, TD had provided real-time arrival time estimation for all GMBs, and passengers could check the estimated arrival time of GMBs through the mobile application “HKeMobility”. In order to facilitate obtaining departure time information for passengers without access to mobile application, GMB Route No. 42 was adjusted to depart on the hour, and the operator had also posted notices at major stops along the route to inform passengers of the departure time; (ii) considering the aging population in Chak On Estate, changes in residents’ transportation needs and the popularity of short distance shuttle routes to MTR Shek Kip Mei Station, the GMB operator would concentrate resources to optimise Route No. 30B that ran between Chak On and MTR Shek Kip Mei Station; and (iii) the Department would explore the feasibility of adding more stops with KMB later, and would try to contact the RMB trade associations to explore options to improve the situation of the Kwun Tong-Castle Peak Route RMBs often being fully seated.

26. The Chairman concluded that the Committee noted the content of the report.

Item 6: 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 (TTC Paper No. 17/2024)

27. Mr Leo POON introduced Paper No. 17/2024.

28. The views of members were consolidated as follows: (i) enquired about the progress of reducing the restricted area with double yellow lines at the junction of Cheung Wah Street and Un Chau Street; and (ii) reflected the uneven paving blocks near the construction site of a new taxi stopping place on Sham Mong Road near Hoi Tat Estate, which affected road safety, and enquired about the progress of the repair.

29. Mr Leo POON responded that the district consultation on the proposed cut-down of the restricted area was still in progress. If there was no objection in the end, TD would issue the Works Request Form, and the Highways Department (“HyD”) would carry out the subsequent work.

30. Ms Avis NG responded that: (i) HyD was currently awaiting the consultation results on the proposed cut-down of the restricted area; and (ii) would enquire with the responsible colleagues about the progress of the re-paving works on Sham Mong Road near Hoi Tat Estate, and would report to members separately later.

Item 7: Any other business

31. Members did not raise any other business.

Item 8: Date of next meeting

32. The next meeting would be held at 9:30 a.m. on 3 October 2024 (Thursday).

33. There being no other business, the meeting ended at 11:05 a.m.

District Council Secretariat
Sham Shui Po District Office
September 2024