

(Translation)

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

Date : 13 February 2025 (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, Leo

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 CHAN Lok-tung, Agnes	Assistant District Officer (Sham Shui Po) 1, Sham Shui Po District Office
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/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 LEE Chi-ho	District Engineer/Sham Shui Po, Highways Department

Secretary

Ms LEE Hei-tung, Mandy	Executive Officer (District Council) 3, Sham Shui Po District Office
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Opening Remarks

The Chairman welcomed members and representatives of government departments to the 7th meeting of the Traffic and Transport Committee of the seventh term of the Sham Shui Po District Council (“SSPDC”).

Item 1: Confirmation of Minutes of the 6th Meeting of the Traffic and Transport Committee

2. The Committee confirmed the above minutes without amendment.

Item 2: Proposal to Improve the Pedestrian Crossing Facilities at the junction of Shek Kip Mei Street and Woh Chai Street (Paper No. 6/2025)

3. A member introduced Paper No. 6/2025.
4. Mr YU Wai-ho gave a consolidated response: (i) currently, there were railings and two “Please Do Not Cross Here” traffic signs at the junction of Shek Kip Mei Street near Woh Chai Street, indicating that it was not a pedestrian crossing for Shek Kip Mei Street; (ii) the area under the footbridge across Shek Kip Mei Street did not meet the requirements regarding the vertical interval and columns spacing for providing a pedestrian crossing with traffic lights, and failing to comply the requirement could affect pedestrian safety and footbridge structure; (iii) would consider installing “Please Do Not Cross Here” traffic signs at the footbridge columns or near the railings, as appropriate.
5. The views of members were consolidated as follows: (i) there was no pedestrian crossing at Woh Chai Street before the redevelopment of Shek Kip Mei Estate, and pedestrians had to use the footbridge to cross Woh Chai Street. After the redevelopment and the opening of two crossings at Woh Chai Street, the foot traffic on the footbridge gradually reduced. Many pedestrians walked directly across Shek Kip Mei Street for convenience, leading to dangerous situations. Departments were suggested to consider dismantling the footbridge and providing additional pedestrian crossings to solve the problem in the long run; (ii) as regards short-term measures, it was agreed that publicity and education as well as additional signs could serve to remind pedestrians to obey traffic regulations; (iii) suggested that departments should also consider providing lifts or escalators at the footbridge for the convenience of elderly people and wheelchair users; and (iv) there were many elderly residents in Shek Kip Mei Estate, and with new residential developments soon to be completed in the vicinity, as well as the upcoming reconstructed Shek Kip Mei Health Centre, it was expected that the foot traffic in that area would continue to grow. The Transport Department (“TD”) was suggested to review the accessibility of the area in response to community development.

6. Mr LEE Chi-ho responded that the Highways Department (“HyD”) would actively cooperate with TD’s improvement proposals and provide technical engineering advice.

7. Mr LAI Yuk-fai gave a consolidated response: (i) publicity and educational work was carried out with members previously at the above location; (ii) suggested considering the provision of diagonal crossings at the junction of Shek Kip Mei Street and Woh Chai Street, so that pedestrians could cross diagonally over the junction; and (iii) suggested considering the provision of pedestrian crossings near the staircase of the footbridge at Shek Kip Mei Street.

8. Mr YU Wai-ho gave a consolidated response: (i) currently, pedestrians illegally crossing the road mainly walked directly across Shek Kip Mei Street to travel between Mei Hei House and Shek Kip Mei Shopping Centre, instead of walking to the diagonal corner; and (ii) the two pedestrian crossings at the T-junction would show green pedestrian light simultaneously for a short period of time to allow pedestrians to walk across Woh Chai Street.

9. The views of members were consolidated as follows: (i) hoped that TD would proactively consider long-term solutions, including the suggestion to dismantle the footbridge and provide pedestrian crossings; (ii) hoped that TD would explore the feasibility of a diagonal crossings; and (iii) suggested that the Department should improve crossing facilities in response to community development to prevent traffic accidents.

10. Mr YU Wai-ho responded that pedestrians should make use of the two existing crossings to cross Woh Chai Street and travel between Mei Hei House and Shek Kip Mei Shopping Centre, instead of walking directly across Shek Kip Mei Street at locations without crossing.

11. Mr Corwin YAU responded that the above footbridge was primarily constructed to implement pedestrian and vehicle segregation and to increase in traffic flow on limited land and road surfaces. It was hoped that more allowance would be given for the Department to carefully consider the impacts of various proposals on traffic safety and traffic flow.

12. The Chairman concluded that the Committee discussed in detail various improvement proposals for the pedestrian crossing facilities at the junction of Shek Kip Mei Street and Woh Chai Street. It was hoped that TD would proactively consider various solutions in response to the community development and population growth in Shek Kip Mei area to enhance the transport facilities and prevent accidents.

[Post-meeting note: TD representatives and members conducted a site visit at the above junction on 18 February, and the Department agreed to explore the feasibility of additional pedestrian crossings.]

Item 3: Opinions on the “Double Yellow Lines” in the Prohibited Zone on Lung Ping Road near Beacon Heights (Paper No. 7/2025)

13. A member introduced Paper No. 7/2025.

14. Mr YU Wai-ho gave a consolidated response: (i) currently, double yellow lines were marked from the bend to the pedestrian crossing near Beacon Heights on Lung Ping Road to prevent the vehicles from stopping and blocking the views of drivers and pedestrians, as that could affect road safety; (ii) no double yellow lines were marked for the remaining sections of the road in response to the request of local residents in 2023 for loading or unloading passengers and goods; (iii) the Department would consider adding a “Keep Clear” road markings at the exit of the car park; and (iv) there was no double yellow line about ten metres away from the entrance/exit of the private estate, allowing loading or unloading passengers and goods without obstructing the pedestrian crossing.

15. The views of members were consolidated as follows: (i) agreed that traffic safety was the primary concern, but it was hoped that the Department would adopt a flexible approach and provide barrier free facilities, given that the above route, which was about ten metres long, had an inclined surface that was especially inconvenient for wheelchair users; and (ii) suggested that the Department should conduct a site visit with members.

16. Mr YU Wai-ho responded that there was no additional information for the time being, and agreed to conduct a site visit with members after the meeting.

17. The Chairman concluded that the Committee hoped to conduct a site visit with TD staff to explore the feasibility of various improvement proposals, so as to enhance road safety.

[Post-meeting note: TD representatives conducted a site visit with members on 3 March, and the Department stated that a “Keep Clear” road marking would be arranged.]

Item 4: 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 (Paper No. 8/2025)

18. Mr Leo POON introduced Paper No. 8/2025.

19. The views of members were consolidated as follows: (i) enquired about the reasons for the delay in the construction of the pedestrian crossing at Fat Tseung Street near Fortune Street for Item 25 and the number of trees that needed to be removed; (ii) reported that there was a fallen road sign at the junction of Po On Road and Wing Hong Street; (iii) noted that the colour

dressings in reddish brown was applied to the pedestrian crossing at Lai Ying Street near Ying Cheong House. In view of the continuous growth in population of that area, it was suggested that the Department should carry out a site visit with members, and consider widening the footpath and providing zebra crossings in the long run to ensure pedestrian safety; and (iv) although the bollard provision works at Wing Hong Street near Yu Chau West Street was completed, large vehicles still occasionally occupied the footpath. It was suggested that the Department should increase the number of bollards to prevent vehicle access and ensure pedestrian safety.

20. Mr Leo POON gave a consolidated response: (i) as the location of the pedestrian crossing for Item 25 was currently an overnight private light bus parking spaces, the works could only commence after the HyD arranged for the reprovision. One tree needed to be removed for the item, and the HyD would arrange for replanting at suitable locations; (ii) noticed the population growth in the area of Cheung Sha Wan Promenade brought by community development, and agreed to conduct site visit at Lai Ying Street with members after the meeting to explore different feasible improvement proposals; and (iii) regarding the situation of large vehicles occupying the footpath at Wing Hong Street near Yu Chau West Street, the TD learned before the meeting that the vehicles concerned belonged to the contractor of the refuse collection point under the Food and Environmental Hygiene Department (“FEHD”). The Department had communicated with FEHD and requested that contractors should be reminded not to park there. As for the provision of additional bollards, the Department needed further review.

21. Ms Avis NG gave a consolidated response: (i) regarding Item 25, HyD needed time to prepare the tree inspection reports; (ii) as regards the road sign at the junction of Po On Road and Wing Hong Street, HyD would send staff to follow up as appropriate; and (iii) HyD agreed to conduct a site visit with members at Lai Ying Street after the meeting.

22. The Chairman concluded: (i) the Committee noted the content of the report; (ii) commended the project list was clear, which help members track the progress of each project; and (iii) hoped that the Departments would continue to strengthen communication with members and timely respond to members’ opinions.

[Post-meeting note: After representatives from TD and HyD conducted a site visit with members at Lai Ying Street on 19 February, the Departments said that they would continue to explore the feasibility of providing a safety island at the crossing and the necessary temporary traffic arrangements.]

Item 5: Any Other Business

23. The items raised by members were consolidated as follows: (i) in view of the recent traffic accident at the pedestrian crossing near the footbridge at the junction of Sham Mong Road and Hing Wah Street West, the Department was suggested to add a “Slow” sign and enquired about the progress of the works; (ii) enquired about the timetable for the removal of the above pedestrian crossing near the footbridge, and suggested adding signs to remind pedestrians to use the footbridge to cross the road; (iii) expressed safety concern as the repair works of the above footbridge was yet to be completed; (iv) enquired about the works progress of adding panels to the above footbridge at locations near S.K.H. St. Mary’s Church Mok Hing Yiu College; and (v) said that no prior notice was given to members and nearby schools regarding the recent road closure of the footpath section near MTR exit at Woh Chai Street, resulting in a large number of students walking onto the carriageway during busy school hours on the day of works and it was undesirable. Departments were reminded to pay attention and communicate with district stakeholders in advance for any works involving road closure.

24. Mr Leo POON gave a consolidated response: (i) the Civil Engineering and Development Department (“CEDD”) was responsible for the works of the footbridge at the junction of Sham Mong Road and Hing Wah Street West; (ii) the pedestrian crossing was expected to close in March this year; (iii) the suggestions of adding road signs would be relayed to CEDD; and (iv) would follow up on the repair progress of the footbridge and the panel installation near the school.

25. Mr YU Wai-ho gave a consolidated response: (i) would contact the contractor concerned for details of the road closure at Woh Chai Street after the meeting, and would remind them to notify relevant stakeholders in advance; and (ii) in general, contractors were required to submit a proposal for temporary traffic arrangements to TD and notify relevant stakeholders before the commencement of the works.

26. The views of members were consolidated as follows: (i) a member contacted the contractor on the day, and the person-in-charge arranged for staff to assist pedestrians to cross the road at the site on the same day. The works was also completed one day ahead of schedule; and (ii) the TD and the contractor were reminded that for similar works, they should proactively explain the works details to relevant stakeholders so that the nearby residents could get prepared.

27. Mr Corwin YAU responded that as there were possibly various contractors carrying out works on the road, if the member who assisted in contacting the contractor on-site at Woh Chai Street that day provided information about the contractor, the Department would take follow-up actions against the contractor concerned.

28. The views of members were consolidated as follows: (i) some of the schools arranged for staff to guide students to orderly cross the road at the MTR station on the morning of the second day, and it helped improve the situation; (ii) hoped that departments and contractors would maintain communication with relevant district stakeholders when implementing works projects, so that residents could be informed of the necessity of the works in advance; and (iii) the road closure was mainly due to the relocation of a bus stop at that location, which involved removing the concrete cover of the bus stop.

29. Mr Corwin YAU responded that according to the information provided by members, it was believed that the contractor involved in the road closure at Woh Chai Street was also tasked with the redevelopment project of Tai Hang Sai Estate.

30. The Chairman concluded that departments were expected to maintain close communication with members when implementing any works. In case of emergency, they could contact members by phone or text messages.

Item 6: Date of Next Meeting

31. The next meeting would be held at 9:30 a.m. on 10 April 2025 (Thursday).

32. There being no other business, the meeting ended at 11:03 a.m.

District Council Secretariat
Sham Shui Po District Office
March 2025