

(Translation)

Minutes of the 9th Meeting of the Traffic and Transport Committee of
Sham Shui Po District Council (7th Term)

Date : 12 June 2025 (Thursday)

Time : 2:30 p.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, MH, JP

Ms LAU Pui-yuk, MH

Co-opted Member

Mr YEUNG Ying-sum, Samuel

In Attendance

Miss FUNG Yi-ching, Janice
Mr YAU Kung-yuen, Corwin

Mr HO Chun-kit, Ethan

Mr YU Wai-ho

Mr LEE Chi-ho
Mr YIP Yuen-fat

Mr Dennis Yip

Assistant District Officer (Sham Shui Po) 2

Senior Transport Officer/Sham Shui Po, Transport
Department

Senior Transport Officer/Events & Projects, Transport
Department

Project Coordinator/Sham Shui Po, Transport
Department

District Engineer/Sham Shui Po, Highways Department

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

Senior Planning Officer, Citybus Limited

Secretary

Ms LEE Hei-tung, Mandy

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

Opening Remarks

The Chairman welcomed members and representatives of government departments to the 9th meeting of the Traffic and Transport Committee (“TTC”) of the 7th term of the Sham Shui Po District Council (“SSPDC”).

Agenda Item 1: Confirmation of Minutes of the 8th Meeting of the Traffic and Transport Committee

2. Members confirmed the above meeting minutes without amendment.

Agenda Item 2: Proposal to Improve the Design of the Bus Stop at No. 650 Cheung Sha Wan Road for a Safe Crossing Environment (TTC Paper No. 22/2025)

3. A member presented Paper No. 22/2025.
4. Mr YU Wai-ho presented Response Paper No. 22a/2025.
5. Members raised the following: (i) suggested that the Department should illustrate on a map the exact locations where uncontrolled cautionary crossings would be provided; and (ii) enquired about the time required for the works.
6. Mr YU Wai-ho responded as follows: (i) the proposed uncontrolled cautionary crossings would be located near the junction of Cheung Sha Wan Road and Kwong Cheong Street; and (ii) after completing the relevant design, the Transport Department (“TD”) would conduct a district consultation through the District Office. If no objections were received, a Works Request Form would be issued to the Highways Department to proceed with the works.
7. Mr LEE Chi-ho responded that the Highways Department anticipated commencing the works in approximately three to four months after receiving the Works Request Form, with a construction period of about three to four weeks.
8. The Chairman concluded as follows: (i) the Committee agreed to TD’s proposed plan; and (ii) hoped that the Department would consider member’s opinions and provide timely updates on the project progress.

[Post-meeting note: The Secretariat sent the supplementary information provided by the TD regarding the above proposal to the members on 18 June.]

Agenda Item 3: Proposal to Install Railings along the Pavement on the Odd-numbered Side of Nam Cheong Street for the section between Lai Chi Kok Road and Ki Lung Street (TTC Paper No. 23/2025)

9. A member presented Paper No. 23/2025.

10. Mr YU Wai-ho responded as follows: (i) currently, there were loading and unloading bays and two northbound traffic lanes for the section of Nam Cheong Street between Lai Chi Kok Road and Ki Lung Street to meet the loading/unloading and traffic needs of that road section; (ii) provision of pavement railings and double yellow lines for a 24-hour no-stopping restriction (NSR) on the road would cause inconvenience to the public who legally use that section for loading/unloading, and would also obstruct emergency access; and (iii) consideration would be given to installing railings in areas where there was rarely a need for loading/unloading, such as the pavement section from Nam Cheong Centre to Ki Lung Street. The Department would later conduct a district consultation on the proposal through the District Office to seek support from stakeholders.

11. Members raised the following: (i) the current illegal occupation of the road for loading/unloading or even commercial activities had a greater impact on the public, especially on nearby businesses; (ii) some shops supported the provision of railings or double yellow lines to address the illegal parking issues; (iii) welcomed that the Department would explore the provision of railings on the pavement outside Nam Cheong Centre; (iv) suggested installing railings on the section of Nam Cheong Street between Lai Chi Kok Road and Tai Nan Street; and (v) hoped that the Department could practically address the issue and ensure smooth pedestrian access in the district.

12. Mr YIP Yuen-fat responded as follows: (i) the Police had been monitoring the illegal parking issue outside Nam Cheong Centre and carried out traffic enforcement operations from time to time; and (ii) those who were illegally parking would leave when the Police arrived for enforcement operation, but they would return once the Police left. It was not feasible for the Police to maintain a 24-hour presence.

13. Mr YU Wai-ho responded as follows: (i) the section of Nam Cheong Street between Lai Chi Kok Road and Tai Nan Street had a high demand for loading/unloading. Railings were not recommended on the pavement outside the sewing machine shop and building materials and interior design company to avoid obstructing legal loading/unloading activities; and (ii) the Department would explore the provision of railings on a pavement section of Nam Cheong Street near Tai Nan Street.

14. Members raised the following: (i) suggested reducing the space for the loading/unloading bays on that road section and installing railings on the remaining sections of the road; and (ii) suggested that the Police should make use of video records to assist traffic enforcement.

15. Mr YU Wai-ho responded as follows: (i) consideration would be given to the need for loading/unloading when the Department explored the possibility of installing railings on the pavement outside Nam Cheong Centre; and (ii) reiterated that the section of Nam Cheong Street between Lai Chi Kok Road and Tai Nan Street had a high demand for loading/unloading.

16. Mr YIP Yuen-fat responded that the Police were currently piloting the use of the TD's CCTV system with recorded footage for traffic enforcement on Hong Kong Island only.

17. Members raised the following: (i) suggested the use of Tai Nan Street by shops for loading/unloading, while installing railings on the section of Nam Cheong Street between Lai Chi Kok Road and Tai Nan Street to reduce illegal road occupation for commercial activities; (ii) suggested that the Department should consider the site condition and take into account the opinions of businesses before deciding on the locations for installing railings; (iii) suggested marking double yellow lines on the sections where railings were to be installed to combat illegal parking; and (iv) hoped that the Department would proactively consider various options to address the illegal parking issues on the above-mentioned road sections.

18. Mr YU Wai-ho responded as follows: (i) double yellow lines marked 24-hour NSR, while railings were to prevent pedestrians from walking onto the road. Their purposes were different; and (ii) the Department would carefully consider the proposed installation of railings.

19. The Chairman concluded as follows: (i) the Committee discussed the pros and cons of installing railings and considered that the needs of different road users should be balanced; (ii) the Committee suggested that the TD should take into account the site condition and listen to the opinions of businesses to decide on the locations for new railings; and (iii) the Committee suggested that the Police should leverage technology to assist in enforcement to enhance the effectiveness of district management.

Agenda Item 4: Proposal to Introduce a Bus Route between the Bus Terminus at Festival Walk and the Airport or the Hong Kong-Zhuhai-Macao Bridge Hong Kong Port (TTC Paper No. 24/2025)

20. A member presented Paper No. 24/2025, and added the following: it was suggested that the Department and Citybus Limited ("Citybus") should consider reviewing the Citybus Route E22 with an additional bus stop at Festival Walk to facilitate residents of Nam Shan

Estate and the Festival Walk area to travel to and from the Airport or Hong Kong-Zhuhai-Macao Bridge.

21. Mr Corwin YAU presented Response Paper No. 24a/2025, and added the following: (i) airport bus routes mainly run along major roadways and could not reach every location in the district. Passengers were advised to make good use of the local bus routes to transfer to the airport bus routes; and (ii) members' suggestions regarding Route E22 were noted and would be relayed to colleagues of relevant teams and the bus company.

22. Mr Dennis Yip presented Response Paper No. 24b/2025, and acknowledged the members' suggestions regarding Route E22.

23. The Chairman concluded as follows: (i) the Committee understood the TD's considerations in bus route design but hoped that the Department would maintain communication with the members to improve the effectiveness of public transport services in the district; and (ii) the Committee suggested that the Department and the bus company should explore the feasibility of fine-tuning existing routes to meet residents' needs.

Agenda Item 5: 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. 25/2025)

24. Mr YU Wai-ho presented Paper No. 25/2025.

25. Members raised the following: (i) hoped to expedite the progress of Project Item 14 so that it could be completed by the new term of the neighbouring school, and suggested that the Department should discuss with the school the matters requiring attention during the construction period; (ii) hoped to expedite the progress of Project Item 16; (iii) enquired about the progress of the non-listed traffic improvement works at Cheung Fat Street pedestrian crossing; (iv) enquired about the details of Project Item 10, which involved the provision of tactile paving on Pak Tin Street near Mei Kwai House for the visually impaired; and (v) suggested providing tactile paving on the pavement in Shek Kip Mei Estate near Mei Pak House and Mei Hei House.

26. Mr LEE Chi-ho responded as follows: (i) members' opinions on expediting Project Items 14 and 16 were noted and would be relayed to the relevant teams; (ii) Project Item 10 involved the provision of tactile paving for the visually impaired and was completed earlier this week; and (iii) communication would be made with members after the meeting regarding the specific locations of the proposed tactile paving, and discussion on feasibility would be carried out with the TD.

27. Mr Corwin YAU responded that as the colleagues responsible for the traffic improvement project at Cheung Fat Street pedestrian crossing were unable to attend the meeting due to a schedule change, the members' suggestions would be relayed to them for follow-up.

28. The Chairman concluded as follows: (i) the Committee noted the content of the report; and (ii) hoped that the departments would follow up on the questions raised during the meeting.

Agenda Item 6: Any Other Business

29. Members did not raise any other business.

Agenda Item 7: Date of Next Meeting

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

31. There being no other business, the meeting ended at 3:26 p.m.

District Council Secretariat
Sham Shui Po District Office
July 2025