

Minutes of the 10th Meeting of
the Traffic and Transport Committee (2018-2019) of
the Tuen Mun District Council

Date : 17 May 2019 (Friday)

Time : 9:31 a.m.

Venue : Tuen Mun District Council (TMDC) Conference Room

<u>Present</u>		<u>Time of Arrival</u>	<u>Time of Departure</u>
Mr SO Shiu-shing (Chairman)	TMDC Member	9:31 a.m.	End of meeting
Mr YIP Man-pan (Vice-chairman)	TMDC Member	9:31 a.m.	End of meeting
Mr LEUNG Kin-man, BBS, MH, JP	TMDC Chairman	9:31 a.m.	11:36 a.m.
Mr LEE Hung-sham, Lothar, BBS, MH	TMDC Vice-chairman	9:31 a.m.	11:36 a.m.
Mr TO Sheck-yuen, MH	TMDC Member	9:32 a.m.	End of meeting
Mr CHU Yiu-wah	TMDC Member	9:31 a.m.	End of meeting
Ms KONG Fung-yi	TMDC Member	9:31 a.m.	End of meeting
Mr NG Koon-hung	TMDC Member	9:31 a.m.	11:25 a.m.
Mr CHAN Yau-hoi, BBS, MH, JP	TMDC Member	9:31 a.m.	End of meeting
Ms WONG Lai-sheung, Catherine	TMDC Member	9:31 a.m.	End of meeting
Ms HO Hang-mui	TMDC Member	9:31 a.m.	End of meeting
Mr LAM Chung-hoi	TMDC Member	9:31 a.m.	End of meeting
Mr TSUI Fan, MH	TMDC Member	9:31 a.m.	10:18 a.m.
Ms CHING Chi-hung	TMDC Member	9:31 a.m.	12:06 p.m.
Ms LUNG Shui-hing, MH	TMDC Member	9:31 a.m.	End of meeting
Mr CHAN Man-wah, MH	TMDC Member	9:31 a.m.	End of meeting
Mr CHAN Manwell, Leo	TMDC Member	9:31 a.m.	10:00 a.m.
Ms CHU Shun-nga, Beatrice	TMDC Member	9:31 a.m.	End of meeting
Mr TSANG Hin-hong	TMDC Member	9:31 a.m.	End of meeting
Ms SO Ka-man	TMDC Member	9:31 a.m.	End of meeting
Mr MO Shing-fung	TMDC Member	9:31 a.m.	End of meeting
Mr KAM Man-fung	TMDC Member	9:31 a.m.	End of meeting
Mr YEUNG Chi-hang	TMDC Member	9:31 a.m.	End of meeting
Mr YAN Siu-nam	TMDC Member	9:31 a.m.	End of meeting
Mr TAM Chun-yin	TMDC Member	9:31 a.m.	End of meeting
Mr CHAN Wai-ming	Co-opted Member	10:23 a.m.	End of meeting
Mr IP Pak-wing	Co-opted Member	9:31 a.m.	End of meeting
Mr CHAU Man Chun, Tony (Secretary)	Executive Officer (District Council) 2, Tuen Mun District Office, Home Affairs Department		

By Invitation

Mr. LIU Kin Wai, Rick	Senior Transport Officer/Bus/New Territories West, Transport Department
Miss SIU Ka Yan, Catherine	Transport Officer/Bus/New Territories West, Transport Department
Ms. LEUNG Shu Yan	Chief Health Inspector 1, Food and Environmental Hygiene Department
Miss CHAN Wing San	Senior Health Inspector (Atg.), Food and Environmental Hygiene Department
Mr. TSAO Chin Kiu, Issac	Project Coordinator/Design 3, Water Supplies Department
Mr. LEUNG Ling Yin	Manager, Transport Planning, The Kowloon Motor Bus Co. (1933) Ltd
Ms. Betsy LEUNG	Assistant Manager, Public Affairs, The Kowloon Motor Bus Co. (1933) Ltd
Mr. KONG Tung Ming	Director, Nolan Consultants Limited
Mr. LAM Tsz Ho, Milo	Deputy Site Agent, Ming Hing Waterworks Engineering Co. Ltd.

In Attendance

Mr. LEUNG Tsz Hong, Billy	Assistant District Officer (Tuen Mun)2, Home Affairs Department
Mr. LEUNG Chun Him, Damon	Senior Transport Officer /Tuen Mun 1, Transport Department
Ms. TSE Sau Ching, Cammy	Senior Transport Officer/Tuen Mun 2, Transport Department
Mr. MA Yik Kau, Victor	Engineer/Tuen Mun Central, Transport Department
Mr. WONG Yui Wai, Rex	Engineer/Special Duties 2, Transport Department
Mr. CHUI Wing Luen	District Operations Officer (Tuen Mun), Hong Kong Police Force
Mr. WONG Lap Pun	Station Sergeant, District Traffic Team (Tuen Mun), Hong Kong Police Force
Mr. WU Fan	District Engineer/Tuen Mun (East), Highways Department
Mr. CHAN Yuen heng, Jason	Engineer/15 (West), Civil Engineering and Development Department
Mr. TAM Kwok Leung	Administrative Assistant/Lands (Atg.) (District Lands Office, Tuen Mun), Lands Department
Mr. Stephen WAN	Manager, Operations, The Kowloon Motor Bus Co. (1933) Ltd

Mr. Tony WONG

Assistant Manager, Operations, Long Win Bus Company
Limited

Mr. Brian LAM

Assistant Operations Manager, Citybus

Absent

Mr KWU Hon-keung

TMDC Member

Mr CHEUNG Hang-fai

TMDC Member

Mr James CHAN

Co-opted Member

I. Opening Remarks

The Chairman welcomed all to the 10th meeting of the Traffic and Transport Committee (“TTC”) (2018-2019).

2. The Chairman asked the people in the public gallery to note that the space on either side of the screen of the overhead projector at the back of the conference room was press area. Except for the journalists who were registered and issued with a media sticker as identification and allowed to stay in the press area, other members of the public needed to stay in the public gallery for the meeting.

3. The Chairman reminded Members that any Member who was aware of a personal interest in a discussion item should declare the interest before the discussion. The Chairman would, in accordance with Order 39(12) of the Standing Orders, decide whether the Member who had declared the interest might speak or vote on the matter, might remain in the meeting as an observer, or should withdraw from the meeting. All cases of declaration of interests would be recorded in the minutes of the meeting.

II. Absence from Meeting

4. The Secretariat had received no applications from Members for leave of absence except Mr KWU Hon-keung, who could not attend the meeting because of other commitments.

III. Confirmation of Minutes of the 9th meeting & 2nd Special Meeting of TTC (2018-2019)

5. The above minutes were unanimously confirmed by the TTC.

IV. Matters Arising

A. Bus Route Planning Programme 2019-2020 for Tuen Mun District

(TTC Paper No. 18/2019)

(Paragraphs 6 – 15 of the Minutes of the 9th Meeting)

(Paragraphs 5 – 79 of the Minutes of the 2nd Special Meeting)

6. The Chairman welcomed Mr LIU Kin-wai, Rick, Senior Transport Officer/Bus/NTW and Miss SIU Ka-yan, Catherine, Transport Officer/Bus/NTW of the Transport Department, Mr LEUNG Ling-yin, Manager (Transport Planning) and Ms Betsy LEUNG, Assistant Manager (Public Affairs) of the KMB Motor Bus Co., (1933) Ltd. (“KMB”) to the meeting.

Action

7. The Chairman said the TTC had discussed this issue at the 2nd special meeting held on 9 April 2019 and made many comments to the TD and the bus company on the Bus Route Planning Programme 2019-2020 for Tuen Mun District (“BRPP”). He invited Mr Rick LIU of the TD to report on the progress concerned of the programme.

8. Mr Rick LIU of the TD said he thanked Members for making valuable comments on the BRPP at the special meeting held on 9 April 2019. In light of Members’ comments, the department made further explorations of the individual suggestions on the BRPP. On the Proposal to Provide a New KMB Route No. 61A, Members requested to use new resources to launch Route No. 61A to avoid withdrawing the current resources of Route No. 61M for the operation of Route 61A. The department noted the comments concerned. Considering that the current patronage of Route No. 61M was about 70% or so during the busiest one hour, the department had reservations on the suggestion to use new resources to launch Route No. 61A plying between Yau Oi (South) and the Tuen Mun Road Bus-Bus Interchange (“Interchange”). Nevertheless, with the continuous population growth along the Castle Peak Road, the passengers’ demands for Route No. 61M might have adjustments. The TD would closely monitor the change in patronage and consider to adjust its service arrangements in due course and/or consider to revise the proposal on Route No. 61A to cope with the passengers’ demands and consult Members again if needed. Moreover, on the Proposal to Re-route KMB No. 52X, Members suggested changing the above proposal to launch a circular route to and from the Interchange. The department noted the comments concerned. Considering proper use of bus resources, however, the department opined that the more preferable proposal was to re-route No. 52X (Tuen Mun bound) to pass through the Interchange (Kowloon bound) to facilitate residents in the vicinity of Sham Tseng and Tsing Lung Tau going to the Interchange and change other bus routes to go to the urban areas. He continued to say that Members had made comments on the provision of different new bus routes and enhancement of current bus services some time earlier. The TD noted the comments and would maintain communication with the bus company and review the service arrangements concerned in due course.

9. A Member said that at the special meeting on 9 April 2019, Members had expressed objections to withdrawing the resources of Route No. 61M to launch Route No. 61A and to Route No. 52X passing through the Interchange (Kowloon bound). Therefore, she found it hard to understand why the department hoped the TMDC would consider to accept the proposal to re-route No. 52X. She reiterated that residents along

Action

the Castle Peak Road had objections to the above proposal. She also said she had received the reply from the TD and learned that the department would consult the Tsuen Wan District Council on the above proposal again. She said the proposal to re-route No. 52X required the consent of the TMDC before implementation so she queried why the department continued to consult the Tsuen Wan District Council.

10. A Member said that at the special meeting on 9 April 2019, Members had expressed objections to Route No. 52X passing through the Interchange (Kowloon bound) so he was dissatisfied with the TD proposing again to re-route No. 52X. He said the change would involve the route of No. 52X within the Tuen Mun District so the TD should seek the consent of the TMDC first. He requested the TD to shelf the proposal to re-route No. 52X.

11. The Chairman said he did not have strong comments on the re-routing of No. 52X. However, he had been fighting for the launch of a circular route to and from the Interchange for many years to facilitate the residents of the housing estates along the Castle Peak Road travelling. Therefore, he had strong objections to the TD shelving the launch of Route No. 61A owing to the shortage of resources. He said he had never received any comments from residents on the objections to the launch of Route No. 61A so the department needed to try to implement the launch of Route No. 61A. He continued to say that residents along the Castle Peak Road had been suffering from traffic congestion because of the judicial review on the widening works of the Castle Peak Road. Therefore, the TD should expediate the launch of Route No. 61A without delay for any reasons.

12. Mr Rick LIU of the TD said he noted Members' comments on the re-routing of No 52X and reviewed the proposal concerned. Moreover, with the intakes of many new housing estates along the Castle Peak Road in recent years, the department would closely monitor the situation and consider to adjust the bus service concerned in due course to cope with the change in passengers' demands. The department would also review the proposal on Route No. 61A and consult Members again if needed.

13. The Chairman said the TD should expediate the launch of Route No. 61A instead of conducting consultation without any progress.

14. A Member queried about the remark of Mr Rick LIU of the TD that two Members disagree with the re-routing of No. 52X. The Member indicated that

Action

Members generally had objections to the above proposal at last meeting and requested the TD to shelf the proposal concerned.

15. A Member said the TTC did not have objections to the launch of Route No. 61A. Somehow, the TD should not approve the proposal to launch new routes rashly by circulation during the recess of the TMDC.

16. The Chairman concluded that the TD was requested to deal with the proposal on Route No. 61A as soon as possible. He suggested that new resources should be used to meet the demands of the residents at Sham Tseng to travel to and from the Interchange.

V. Discussion Items

(A) Transport Department's Traffic and Transport Work Plan (2019-20) **(TTC Paper No. 34/2019)**

17. Mr Damon LEUNG of the TD briefly introduced the five major objectives of the Transport Department's Traffic and Transport Work Plan (2019-20) ("Work Plan"), namely (i) to continue the commitment on road network improvement and traffic safety enhancement; (ii) to carry out appropriate enhancement and improvement works to ensure safe and effective use of existing traffic networks; (iii) to cope with district developments and passengers' demands for bus services, consult the TTC on the BRPP every year to implement the proposals in view of the consultation outcome; (iv) to ensure that public transport services would meet the passengers' demands and traffic change; and (v) to reduce the burden of travelling expenses on those citizens using local public transport services for daily travel with higher public transport expenses.

18. Members made comments and enquiries on this issue as follows:

- (i) A Member said that as at 12 May 2019, there were still 330,000 people who had not collected the public transport fare subsidy for January 2019. This reflected that there were insufficient subsidy collection points. She suggested that the TD should immediately review the implementation of the Non-means-tested Public Transport Fare Subsidy Scheme ("Subsidy Scheme") instead of starting the review in 2020 only. She also suggested the provision of subsidy collection points at the Interchange;
- (ii) A Member said the progress of the Tuen Mun South Extension was not mentioned in the Work Plan. He indicated that works for the Tuen Mun South Extension should commence this year but the TMDC had not received any

Action

information of the extension so far. He continued to say it was learned that the Sub-committee on Matters Related to Railways would discuss the issue on the Tuen Mun South Extension in mid-June 2019. Therefore, he hoped the TD would provide the TMDC first with the current information related to the Tuen Mun South Extension; and

- (iii) A Member said it was learned that the issue of Tuen Mun South Extension had been taken out from the agenda of the Legco meeting. She also indicated that Part Four of the Work Plan mentioned the consultation arrangements on the bus route rationalisation plan after the commissioning of the Tuen Mun – Chek Lap Kok Link (Northern Connection) (“Link”). She asked whether the TD used this to reply to the Request for Expedient Announcement of Traffic Arrangements for the Commissioning of Tuen Mun-Chek Lap Kok Link (TTC Paper No. 40/2019).

19. Mr Damon LEUNG of the TD said that as the department needed to collect sufficient data for thorough analysis, Part Five of the Work Plan mentioned that the full review to be conducted in early 2020 would be on the whole Subsidy Scheme. Moreover, the department had been monitoring the operation of the scheme regularly and took corresponding follow-up action. The department noticed that some citizens had not collected the subsidy for January 2019. Therefore, the collection period was extended so citizens could apply for overdue collection through the hotline. Concerning the progress on the Tuen Mun South Extension, the project was mainly under the responsibilities of the Transport and Housing Bureau and the Railway Development Office of the Highways Department. The TD had no further comments at the current stage. On the traffic arrangements after the commissioning of the LINK, the department expected to listen to the TTC’s comments within this year to work out the plan concerned. Then the TMDC would be consulted officially in the first half of 2020.

20. A Member said that in the Work Plan, there were no replies to the comments raised by Members on the traffic problems within the Tuen Mun District for the past year. She suggested that the TD should take the need in studying whether the capacity of the Interchange could cope with the population growth in future and take corresponding follow-up action. She continued to say that franchised buses and green mini buses lost trips badly so the TD should take the problem seriously and adjust resources properly as a solution. Moreover, she said that there was population growth

Action

in Area 54, Tuen Mun and along the Castle Peak Road. Members had repeatedly requested the TD to make a corresponding planning on the new demands for traffic. Although the TD had launched a few new routes, the Work Plan lacked long-term planning. She hoped the TD could reply to the above problems.

21. A Member suggested that the TD should report on the collection and improvements of the Subsidy Scheme regularly instead of making the review in early 2020 only. Moreover, the TD said some time earlier that they would encourage non-franchised bus operators to join the Subsidy Scheme. She requested the department to report on the latest situation.

22. Mr Damon LEUNG of the TD said that apart from the major items listed in the Work Plan, the department's regular work included the monitoring of the use of roads, interchanges, franchised buses and green mini buses and would review with the operators. In light of the population growth within the Tuen Mun District, the department's BRPP this year proposed to launch a new route and increase the frequency in So Kwun Wat and launch several new routes in Area 54, Tuen Mun to cope with the population growth in the area. The TD learned that the population in the Tuen Mun District would continue to grow. When preparing the BRPP in the coming year, the TD would discuss the proposal on service enhancement with the bus company. Moreover, the review to be conducted in early 2020 as mentioned in the Work Plan was a full one. The department had a Special Duties Team to monitor the operation of the Subsidy Scheme regularly and would take finetuning and improvement measures in light of the actual situations. He noted Members' comments on the Subsidy Scheme and would pass them to the Special Duties Team to handle.

23. A Member further asked the TD about the latest situation of encouraging non-franchised bus operators to join the Subsidy Scheme. Another Member requested the TD to explain the progress on encouraging non-franchised buses routes within the Tuen Mun District to apply for joining the Subsidy Scheme.

24. Mr Damon LEUNG of the TD said the department would provide supplementary information after the meeting.

(Post-meeting note by the TD after the meeting: the TD welcomed and encouraged non-franchised bus operators to participate in the Subsidy Scheme actively. They had maintained close communication with non-franchised bus operators and replied to the

Action

questions about the participation in the Subsidy Scheme and provided assistance. Among others, they included the non-franchised bus operators providing service in the Tuen Mun District. The TD contacted and invited the operators to participate in the Subsidy Scheme again in April 2019.

Citizens could check the information on designated routes of non-franchised buses covered by the Subsidy Scheme on the TD's web page (website: www.ptfss.gov.hk) (web path: About the Scheme → Covered Public Transport Services). As at 21 June 2019, the TD had approved three non-franchised bus routes in the Tuen Mun District to participate in the Subsidy Scheme. For details, please see Table 1.

Table 1:
Non-franchised Bus Routes in the Tuen Mun District Approved to Participate in the Subsidy Scheme

	Route No	Origin – Destination
1.	NR75	On Ting Estate – San Po Kong
2.	NR706	On Ting Estate – Wan Chai
3.	NR771	NAPA – Tuen Mun Station Public Transport Interchange (Circular Route)

Moreover, for proper use of public money and risk management, the TD needed to assess each application properly for participation in the Subsidy Scheme to ensure that the operators could comply with the specific operation requirements and the TD could take appropriate monitoring measures effectively. Currently, the TD were processing the applications for joining the Subsidy Scheme by 10 non-franchised bus routes in the Tuen Mun District. For details, please see Table 2.)

Table 2:
Applications in Process for Joining the Subsidy Scheme by Non-franchised Bus Routes in the Tuen Mun

	Route No	Origin - Destination
1.	NR705	Tin King Estate – Quarry Bay
2.	NR708	San Wai Court – Wan Chai
3.	NR709	Sam Shing Estate – Wan Chai
4.	NR716	Greenland Garden – Wan Chai/Central
5.	NR722	San Wai Court – Fo Tan
6.	NR740	Sun Tuen Mun Centre – Tsim Sha Tsui East

Action

7.	NR741	Sun Tuen Mun Centre – Wan Chai
8.	NR754	Lung Mun Oasis – Tsing Yi Station
9.	NR762	The Sherwood – Siu Hong Station (Circular Route)
10.	NR762A	The Sherwood – Tuen Mun Town Centre (Circular Route)

25. A Member said the TD was welcomed to encourage non-franchised bus operators to join the Subsidy Scheme. However, to the small operators and incorporated owners of the housing estates concerned, the application procedures of the Subsidy Scheme were far too complicated. As a result, some of the small operators got cold feet so some Tuen Mun residents were not benefited from the Subsidy Scheme. Therefore, the TD were requested to simplify the application procedures of the Subsidy Scheme.

26. A Member said that when some non-franchised bus operators applied for joining the Subsidy Scheme, the TD claimed that their buses were not operated according to the designated routes or there were additional bus stops without authorization so the approval could not be made even at a later date. This was undoubtedly punishment to the citizens who took the routes concerned. The Member requested the department to take the advice readily.

27. The Chairman concluded that the TD was requested to change the requirements for non-franchised bus operators to apply for joining the Subsidy Scheme.

**(B) Improvement of Salt Water Mains Along Lung Mun Road, Tuen Mun
(TTC Paper No. 35/2019)**

28. The Chairman welcomed Mr TSAO Chin-kiu, Isaac, Project Co-ordinator/Design 3 of the Water Supplies Department (“WSD”), Mr LAM Chi-ho, Sub Site Agent of the Ming Hing Waterworks Engineering Company Limited and Mr KONG Tung-ming, Director of the Nolan Consultants Limited (HK) to the meeting.

29. Mr Isaac TSAO of the WSD said the department carried out improvement of salt water mains in the section between Wu Chui Road and the Siu Shan Court with the phase one of the works completed. The WSD intended to carry out phase two and phase three of the improvement of salt water mains in the section between the Siu Shan Court and the Glorious Garden in early July 2019. At the time, one of the traffic lanes of

Action

Lung Mun Road would be closed. The above temporary traffic arrangements had obtained consent in principle from the Traffic Management Liaison Group. As the road closure measures were planned to be implemented in late July 2019 until November 2020 involving a long period of time, the department wanted to consult the TTC.

30. A Member said works for water mains were normally discussed by the Environmental Hygiene and District Development Committee (“EHDDC”). He asked whether the department concerned had expected that the road closure measures would cause serious traffic congestion so it was put forward to the TTC for discussion on purpose. He indicated that the section between the Lung Mun Oasis and the Siu Shan Court was closed in phase one of the captioned works. In phase two, it was planned to close the section between the Glorious Garden and the Siu Shan Court. The sections which had been closed to traffic overlapped so he queried that some of the works for the water mains should have been completed together in phase one. He continued to say that details of the arrangements were not stated in the captioned paper and requested the WSD to provide supplementary information.

31. The Chairman said works for water mains themselves were not under the terms of reference of the TTC. Therefore, the TTC should focus on the discussion of the road closure arrangements of the captioned works to reduce the impact on citizens.

32. A Member said that there were two bus stops in the area of road closure of the captioned works. The Member requested the WSD to provide space for more than one bus to wait and near the bus stop during the road closure to avoid causing traffic congestion in peak hours.

33. A Member said details of the road closure arrangements were not provided in the captioned paper. He asked whether the WSD would submit the details other than the road closure arrangements of the captioned works to the EHDDC for discussion and why it was necessary to repeat the works in the section which had been closed in phase one.

34. Mr LAM of the Ming Hing Waterworks Engineering Company Limited said water pipes of 300 meter long were laid between the Mei Lok LR Stop and the Butterfly LR Stop in phase one of the captioned works. As what the Member said, phase two of the captioned works involved the bus stop beside the Butterfly LR Stop. The

Action

contractor would implement corresponding road closure to provide space for buses to near the stop. Moreover, the north-bound slow lane of Lung Mun Road would be closed in phase two of the captioned works. Every time, only one traffic lane would be closed to avoid causing traffic congestion.

35. The Chairman asked whether the bus stop in the area of the works would be relocated during the construction period.

36. Mr LAM of the Ming Hing Waterworks Engineering Company Limited said the bus stop beside the Butterfly LR Stop would be moved forward for 20 metres during the phase two of construction period to provide ample space for buses to near the stop.

37. The Chairman said that as the captioned works would take a longer time, the contractor needed to avoid causing impact on the bus passengers as far as possible. Moreover, the department concerned should provide a telephone hotline for the captioned works so district councillors could contact the department for follow-up when they found any problems.

38. Members raised another round of comments and enquiries on this issue as follows:

- (i) A Member said the captioned works involved a wider area. It was believed the department concerned would implement road closure in phases. He requested the WSD to provide Members with explanations on the time and locations of the road closure in each phase with photos, and arrange a meeting with the councillor of the constituency concerned separately or provide explanations at the next meeting;
- (ii) A Member agreed with the proposal to provide a telephone hotline;
- (iii) A Member indicated there were many bus routes passing through Lung Mun Road with higher frequency during the morning peak hours. The Member asked the department whether the road closure measures would be put on trial first before the commencement of the works. If there were any problems, whether the road closure measures would be changed including adjustments on the locations of traffic lights and bus stops; and
- (iv) A Member requested the contractor to discuss the road closure arrangements

Action

with the councillor of the constituency concerned before the commencement of the works. Moreover, he indicated the captioned paper was too simple without details of the road closure in phases and information on traffic impact assessment so it was difficult for Members to provide comments. He requested the WSD to strengthen the monitoring of the contractor's works and provide more information after the meeting.

39. Mr Isaac TSAO of the WSD said the department would put the road closure measures on trial before the official commencement of the works. If any road closure measures were found causing serious impact on the traffic, there would be further adjustments. The department would prepare more detailed information on the works and arrange a meeting with the councillor of the constituency concerned. Moreover, during phase one of the works, the department had provided a telephone hotline to let the district people provide comments.

40. A Member suggested that the WSD should inform the councillor of the constituency concerned for a site inspection when they put the road closure measures on trial.

41. The Chairman said this issue would be passed to the Working Group on Traffic Problems within Tuen Mun District to follow up. He also requested members of the WSD Liaison Office and the councillor of the constituency concerned to carry out a site inspection. Moreover, he asked whether the police would provide assistance for the road closure measures of the captioned works.

Working
Group on
Traffic
Problems
within Tuen
Mun District

42. Mr CHUI Wing-lun of the Hong Kong Police Force said the Road Management Office of the police would provide advice on road closure arrangements and send officers to the scene for an inspection when the road closure measures were put on trial. If needed, he could arrange for the Road Management Office to follow up further with the WSD and the consultant.

43. The Chairman concluded that the WSD and the consultant were requested to maintain contact with the police and the Working Group on Traffic Problems within Tuen Mun District during the commencement of the works.

(C) **Request for Public Transport Signage and Light Rail Arrival Information Display Panels on the Footbridge at Tuen Mun Town Centre Light Rail Stop (TTC Paper No. 36/2019)**

(Reply from the MTR Corporation Limited)

44. The Chairman said the MTR Corporation Limited (“MTR”) had submitted a reply before the meeting and the Secretariat distributed the reply concerned to Members on 16 May 2019.

45. The first proposer of the paper said there was signage for LR routes on the two pedestrian footbridges connecting the Tuen Mun Town Centre LR Stop at present. Somehow, the footbridges could go to the bus stops of the KMB, Citybus and GMB Route No. 44 but there was no signage for the above routes. He indicated that when the KMB and the Citybus launched new routes passing through the Tuen Mun Town Centre, there was only laminated signage provided on the footbridges thus becoming eyesores. Therefore, he suggested that the TD or the department concerned should provide fixed public transport signage on the footbridges. Moreover, some of the LR routes which had similar routes would pass through different platforms of the Town Centre LR Stop but there were no LR arrival information display panels on the footbridges so the passengers could not choose to take the LR route which arrived at the stop earlier. As the MTR had replied that they would not install LR arrival information display panels outside the MTR area, he requested the department concerned to consider to install similar facilities on the footbridges to the convenience of the citizens.

46. A Member said he supported the proposal in the paper. He indicated that as there were no LR arrival information display panels on the captioned footbridges at present, citizens could not know the arrival time of different LR routes in advance. As a result, they needed to rush to the platform when the LR train arrived at the stop so accidents would easily happen on the staircase going to the platform. He hoped the department concerned could co-ordinate with the MTR to install display panels to reduce the problem of passengers “chasing trains” and protect the safety of citizens.

47. Mr MA Yik-kau, Victor of the TD said the department had conducted a site inspection for the proposal in the paper and noticed that there was signage at the northbound exit of the captioned footbridge going to Tuen Mun Heung Sze Wui Road, reminding pedestrians that there were bus and GMB stops under the footbridge. If other public transport operators wanted to provide other public transport signage on the captioned footbridge, the department were pleased to provide advice from the traffic and

Action

transport aspects to ensure that the new signage would not cause obstruction to pedestrians.

48. Mr Damon LEUNG of the TD said the department had passed the proposal in the paper to the franchised bus companies and the MTR to consider.

49. Mr Stephen WAN of the KMB said that there were KMB route signage on each staircase at the Tuen Mun Town Bus Terminus. The KMB would also consider the proposal in the paper. However, the platform of the Tuen Mun Town Centre Bus Terminus was not under the purview of the KMB. Therefore, the KMB needed to obtain consent from the department concerned and consider the technical feasibility before the installation of arrival information display panels.

50. The Chairman requested the TD and the MTR to consider Members' comments.

51. Members raised the second round of comments and enquiries on this issue as follows:

- (i) A Member said the location mentioned in the paper was not the Tuen Mun Town Centre Bus Terminus but the two footbridges connecting the platform of the Tuen Mun Town Centre and the Town Centre LR Stop. The above footbridges could go to the bus stops in Tuen Mun Heung Sze Wui Road including the KMB Route No. 261X. At present, there were laminated paper signage only on the above footbridges, which were rather behind the times. Therefore, it was hoped the department concerned could make co-ordination to install more formal signage;
- (ii) A Member suggested that this issue should be passed to the Working Group on Traffic Problems within Tuen Mun District;
- (iii) A Member said the MTR and the bus companies both indicated that it was difficult to install signage or display panels outside their purview. Therefore, the Member asked whether the department concerned could allow the MTR and the bus companies to install signage or display panels on the footbridges; and
- (iv) A Member suggested that the government should take the lead to arrange the installation work of the signage to standardise the appearance of the signage to the convenience of citizens. Otherwise, it would be messy if the MTR and the bus companies installed their own signage.

Action

52. The Chairman said this issue would be passed to the Working Group on Traffic Problems within Tuen Mun District to follow up. He also requested the TD to continue to consider the requests in the paper.

Working Group
on Traffic
Problems
within Tuen
Mun District

(D) **Request for Public Transport Services Running between Tuen Mun and Hong Kong Children's Hospital**
(TTC Paper No. 37/2019)
(Reply from Transport Department)

53. The Chairman said the TD had submitted a reply before the meeting and the Secretariat distributed the reply concerned to Members on 15 May 2019.

54. The first proposer of the paper said the KMB and the Citybus each operated one route going to the Hong Kong Children's Hospital together with several GMB routes going to the hospital at present. As the conditions of the patients who needed to go to the Hong Kong Children's Hospital were rather serious, it was hoped the government could sympathise with the needs of the patients and their family members and provide public transport services between Tuen Mun and the hospital. Details could be discussed further.

55. Mr Damon LEUNG of the TD said that when planning the public transport service networks including the consideration of the proposal for additional bus routes, the department would take into account the amount of supply, passengers' demands, patronage of new routes, traffic load and use of resources that might be brought by the public transport services running to and from the destination. As Hong Kong was densely populated with little land, the TD encouraged citizens to choose to take the existing public transport services and fully use the interchange arrangements for proper use of resources, thus increasing the operation efficiency of public transport services. He continued to say that Tuen Mun residents could first take several routes of the KMB buses to go to Kwun Tong and change the KMB Route No. 5R for the Hong Kong Children's Hospital at present. The bus companies had also provided concessions to the passengers who would use the above interchange arrangement. Based on the principle of proper use of resources, the department had no plan to launch a bus route plying between Tuen Mun and the Hong Kong Children's Hospital. However, the department noted Members' comments and would continue to pay attention to service demand for the bus routes plying between Tuen Mun and the Kowloon East and the KMB Route No. 5R and review the arrangements concerned in due course.

Action

56. The first proposer of the paper was pleased that the TD did not reject the proposal in the paper and said people in all districts wanted to see the provision of public transport services to and from the Hong Kong Children's Hospital. As the distance from Tuen Mun to the Hong Kong Children's Hospital was quite long and interchange would cause inconvenience to the patients and their family members, it was hoped the department would consider the special circumstance of the passengers going to the hospital and take consideration of the Tuen Mun District when there was provision of new public transport services to and from the hospital.

57. The Chairman requested the TD to consider Members' comments.

(E) **Request for a Better Passenger Waiting Environment at Tuen Mun Road Bus-Bus Interchange (Kowloon bound)**

(TTC Paper No. 38/2019)

(Reply from The Kowloon Motor Bus Company (1933) Limited)

(Reply from the Food & Environmental Hygiene Department)

58. The Chairman welcomed Ms LEUNG Shu-yan, Chief Health Inspector, Tuen Mun and Miss CHAN Wing-san, Acting Senior Health Inspector, Tuen Mun of the Food & Environmental Hygiene Department ("FEHD") to the meeting.

59. The Chairman said the KMB had submitted a reply before the meeting and the Secretariat distributed the reply concerned to Members on 15 May 2019. Moreover, the FEHD had submitted a reply before the meeting and Members were requested to refer to the paper No. 1 distributed at the meeting.

60. The first proposer of the paper said many passengers had reflected to him that the waiting area of some routes at the Interchange (Kowloon bound) were close to the toilets. Under the hot weather, the waiting passengers suffered from the odour nuisance. On this, he said that if cleansing of the toilets were strengthened at specific time, the above situation could be improved. He had gone to the Interchange for observation in person and found that the ventilation systems of the two toilets had been specially designed in light of the environment at the scene. He believed that after the FEHD and the department concerned had improved the facilities and environmental hygiene, the problem of odour could further be reduced.

61. The Chairman said the environment and hygiene of the toilets at the Interchange were not bad. However, weather change and greater number of users might generate

Action

odour. Therefore, Members said the department concerned should enhance the cleansing of the toilets when the weather was hot.

62. A Member said that there were a lot of passengers at the Interchange so the odour generated from the toilets would affect a lot of citizens. He said the toilets at the Interchange had wrong design. Cleansing alone might not solve the problem and would cause a waste of labour instead. He opined that the Architectural Services Department (“ArchSD”) should expediate improvement of the ventilation systems there. He also suggested that vents of the toilets should be installed at a higher location with activated carbon and negative pressure equipment used to remove the odour of the toilets.

63. A Member said the environment of the Interchange was good at an appropriate location. However, as it was affected by the change of wind direction and the hot weather, the waiting passengers suffered from the odour of the toilets from time to time. She suggested installing fans on the roof of the Interchange to disperse the odour and strengthening the cleansing of the toilets. She also indicated that there was no signage at the upper area of the Interchange (Tuen Mun bound) to guide the passengers to the toilets at the lower area. Therefore, she suggested the provision of the signage concerned at the upper area.

64. The Chairman said the environment of the toilets at the Interchange was very good and the odour from the toilets was unavoidable. He agreed with Members’ suggestion for the provision of fans at the Interchange and more workers to cleanse the toilets.

65. Members raised another round of comments and enquiries on this issue as follows:

- (i) A Member said the design of toilet hardware was very important and the workers responsible for the management of toilets would affect their sanitary conditions. Citing the toilets at the Shenzhen Bay Port, he indicated that if the design of the toilet hardware was not good, it was difficult to maintain a good sanitary condition even if the cleansing of toilets were strengthened. Moreover, because the direction of natural wind changed from time to time, installation of fans at the Interchange to disperse the odour had limited effect. The ArchSD could consider to change the location and height of the ventilation systems in the toilets in order to solve the problem more effectively;

Action

- (ii) A Member said the ventilation systems at the Interchange might not be sufficient. She also indicated that the louvres of the toilets at the Interchange (Kowloon bound) were quite wide so this might let the odour leak to outside. She requested the department concerned to make improvement. Moreover, she agreed with the provision of fans at the Interchange but she said this would have limited effect on solving the problem of odour;
- (iii) A Member said she had conducted a site inspection of the Interchange some time earlier and found that there was odour generated shortly after the toilets concerned were commissioned. She requested the department concerned to make improvement. Moreover, she indicated that the toilets at the Shenzhen Bay Port were provided with automatic flushing systems and made the problem of odour greatly reduced. She suggested that the ArchSD should follow suit; and
- (iv) A Member hoped the ArchSD would collect Members' comments and improve the ventilation systems of the toilets at the Interchange. Moreover, he suggested that the department concerned should fight for resources to reduce the problem of odour with advanced equipment.

66. Ms LEUNG of the FEHD said the two toilets at the Interchange were completed in 2016 and 2017 respectively and had been put in service for more than two years. As the usage rate was high, different problems came up. Although the department had assigned toilet attendants at the public toilets with a high usage rate, citizens threw foreign objects into the toilets from time to time thus causing blockage. Once the department found blockage in the toilet, the department concerned would be informed to deal with it as soon as possible. However, the toilet at the Interchange had serious blockage at the end of April 2019, causing the sewage in septic tank to leak to the floor of the toilet and the grass outside the toilet. Therefore, the odour from the toilet could not be removed completely before the problem of blockage was solved. The department would post more notices in the toilets to remind citizens to be public-minded. Moreover, the department had relayed to the ArchSD about the problems of malfunctioned and worn equipment in the toilets at the Interchange. She continued to indicate that the two toilets at the Interchange were equipped with automatic flushing systems. However, as the usage rate was high, the sensors of the system were out of order. During the period of malfunctioning, the toilet attendants of the department had tried to assist the users in flushing. The FEHD would relay Members' comments to the

Action

ArchSD and would actively follow up the situation of the facilities in the toilets.

67. Members raised the last round of comments and enquiries on this issue as follows:

- (i) A Member requested the ArchSD to expediate the replacement of equipment of better quality in the toilets at the Interchange, reply to the Members' requests in writing and send an officer to attend the next meeting. Moreover, he indicated that the usage rate of the toilet was high and near the seaside so electronic equipment would be damaged easily. Therefore, he requested the ArchSD to review the schedule for the replacement of the equipment concerned;
- (ii) A Member was dissatisfied with the FEHD for handling the problem of blockage in the toilets at the interchange with a slow progress. The Member also said a lot of passengers used the toilets at the Interchange so the department concerned should try to solve the problem as soon as possible;
- (iii) A Member said the problem on the toilet hardware could not be handled by the FEHD alone and needed to be followed up by the ArchSD. However, the work efficiency of the ArchSD was not good. If the ArchSD still did not follow up immediately after the FEHD relayed Members' comments to the ArchSD, the TTC should invite the ArchSD to send an officer to attend the meeting so that Members could follow up this issue with the department directly;
- (iv) A Member said Members agreed that the problem of the ventilation systems in the toilets was the main cause of the odour and urged the ArchSD to make improvement. The Member suggested inviting the ArchSD to send an officer to attend the next meeting to report on the progress concerned; and
- (v) A Member said the problem of odour from the toilets should be passed to the EHDDC to discuss.

68. The Chairman said the toilets were located at the Interchange so he accepted to discuss the paper at the TTC meeting. However, he suggested that this issue should be passed to the EHDDC to continue to follow up. Moreover, he indicated that apart from the ArchSD, the Drainage Services Department could be requested to unlock the sewerage system of the toilets. It was believed that this could help solve the problem of odour.

69. A Member who was also Chairman of the EHDDC had no objection to passing this issue to the EHDDC to follow up.

70. The Chairman concluded that this issue would be passed to the EHDDC to follow up.

Secretariat

(F) Request for Public Transport Fare Subsidy Collection Points at Tuen Mun Road Bus-Bus Interchange

(TTC Paper No. 39/2019)

(Reply from Transport Department)

71. The Chairman said the TD had submitted a reply before the meeting and the Secretariat distributed the reply concerned to Members on 15 May 2019.

72. The first proposer of the paper said the reply from the TD only provided explanations on the ways of subsidy collection. She was dissatisfied with the TD for not giving a reply to the request for more subsidy collection points in the paper. She continued to say that there were a lot of passengers who used the Interchange and queried why the department rejected the provision of subsidy collection points at the Interchange. She indicated that as the TD had revised the Subsidy Scheme and extended the period for subsidy collection for January 2019, they should be ready to accept advice and provide subsidy collection points at the Interchange. At present, there were customer service station and Octopus Add Value Machine at the Interchange so there should also be subsidy collection points. Therefore, she requested the TD to implement the request in the paper.

73. A Member said that at the meeting of the Working Group on Tuen Mun External Traffic, Members had raised the captioned request to the TD. He continued to indicate that Members already knew the ways of subsidy collection and just wanted the department to improve the Subsidy Scheme. He also said some citizens queried why the TD deliberately rejected the provision of subsidy collection points at the Interchange. He explained that if there were subsidy collection points at the Interchange, passengers could add value at the subsidy collection points at the Interchange when their Octopus Cards had negative value. Then they could continue their journey and enjoy free interchange concession. They did not need to add value to their Octopus Cards separately at the Interchange. He requested the TD to explain the reason for their rejection to the provision of subsidy collection points at the Interchange so Members could provide explanations to the citizens.

Action

74. Mr Damon LEUNG of the TD said there were many ways for the citizens to collect subsidy in the Tuen Mun District at present, including the customer service centres at railway stations and the subsidy collection points at the Tuen Mun Pier and the Lung Mun Oasis Bus Terminus. Moreover, citizens could go to the convenience stores and supermarkets in the district to apply for subsidy collection without buying things. Considering that there were many ways for the citizens to collect subsidy at present, the department had no plan on the provision of subsidy collection points for the time being. However, as mentioned in the Transport Department's Traffic and Transport Work Plan (2019-20) discussed earlier, the department would have a full review of the Subsidy Scheme in early 2020 including the ways of subsidy collection. He noted Members' comments on the provision of subsidy collection points at the Interchange and would pass the comments to the department's team concerned to follow up.

75. Members raised second round of comments and enquiries on this issue as follows:

- (i) A Member said the TD rejected the provision of subsidy collection points because there were many ways for citizens to collect the subsidy. Somehow, Members had rightly pointed out that there were insufficient subsidy collection points. He said that there would not be too great financial or technical problem for the provision of subsidy collection points at the Interchange. As Members had expressly voiced out citizens' comments, the department should actively study the above suggestion instead of having a review in the next year only;
- (ii) A Member said that if there were no convenience stores or railway stations near the citizens' residence and they usually travelled by bus only, they would find it difficult to collect the subsidy at the locations outside the Interchange. She requested the TD to study the request in the paper and reply at the next meeting;
- (iii) A Member said a lot of passengers used the Interchange so even though the TD had mentioned that there were many ways for subsidy collection at present, it was not so convenient like their collecting the subsidy when interchanging at the same time. Therefore, the Member requested the TD to study the provision of subsidy collection points at all the interchanges across Hong Kong;
- (iv) A Member said locations of the subsidy collection points should be to the convenience of the citizens as far as possible and agreed that the Interchange

Action

was the best location. Therefore, she requested the TD to actively consider the proposal in the paper. Moreover, she asked whether the TD rejected the provision of subsidy collection points because the Subsidy Scheme had limitation in time. She requested the TD to provide explanations on the ending date of the Subsidy Scheme; and

- (v) A Member queried whether the TD refused the proposal in the paper because subsidy collection points could not be installed at some locations at the Interchange. He suggested that subsidy collection points could be installed at the facilities of bus companies. On Members' suggestion for the provision of subsidy collection points at all the interchanges across Hong Kong, he agreed and said that since the government had not announced the ending date of the Subsidy Scheme, the TD might as well consider the provision of small number of additional subsidy collection points.

76. The Chairman concluded that the TTC requested the provision of subsidy collection points at the Interchange and asked the TD to consider Members' comments.

(G) **Request for Expedient Announcement of Traffic Arrangements for the Commissioning of Tuen Mun-Chek Lap Kok Link**
(TTC Paper No. 40/2019)
(Reply from Transport Department)

77. The Chairman said the TD had submitted a reply before the meeting and the Secretariat distributed the reply concerned to Members on 15 May 2019.

78. Members raised comments and enquiries on this issue as follows:

- (i) A Member said that in their reply, the TD indicated they would consult the TMDC officially on the bus route rationalisation plan after the commissioning of the Tuen Mun - Chek Lap Kok Link (North Connection) ("Link")("Rationalisation Plan") in the first half of 2020. In other words, the Link could not be commissioned in the first half of 2020. He said the TD had not consulted the TMDC on the traffic arrangements concerned before the commissioning of the Hong Kong – Zhuhai – Macau Bridge. As the users of the Link were mainly Tuen Mun and Yuen Long residents, he hoped the TD would not repeat the same mistake. He continued to say that all Tuen Mun residents wanted bus routes near their residence to pass through the Link. Therefore, he asked whether the Link would have interchange arrangements to

Action

take care of the demands of more citizens. Moreover, he suggested that the bus routes going to the airport and the Hong Kong Boundary Crossing Facilities of the Hong Kong – Zhuhai – Macau Bridge should be split into two;

- (ii) A Member said the TTC had discussed the Rationalisation Plan for many times since 2016 but the TD had not put forward any specific proposal for consultation at the TMDC so far, which was not good. In early 2019, the TD promised to consult on the Rationalisation Plan in the first half of 2019, but the department said in their reply that the consultation arrangement would be postponed until 2020. He was dissatisfied with this and requested the department to explain;
- (iii) A Member said the TMDC had repeatedly requested the TD to consult on the Rationalisation Plan early and the Tuen Mun residents had showed great concern about this issue. She requested the TD to clarify whether the district council referred to in the statements “Listen to comments from the district council” and “Consult the district council” in the reply was TMDC. She also said the TD’s reply mentioned that the department had provided the information of the Link to the franchised bus companies. Therefore, she asked the TD and the bus companies to reveal more information on the Rationalisation Plan for Members to discuss;
- (iv) A Member said it was expected that the Link would be commissioned in 2020 but the TD planned to consult the TMDC on the Rationalisation Plan in the first half of 2020 only. She was worried that the department would force Members to accept the proposal concerned because the time was pressing. She requested the TD to briefly introduce the Rationalisation Plan first and submit the detailed proposal at the next TTC meeting so Members could make comments early;
- (v) A Member agreed with the requests in the paper and criticised that the TD had been postponing the traffic arrangements and fare proposal after the commissioning of the Link. She queried that the department had intended to consult on the Rationalisation Plan in a rush during the recess of the TMDC at the end of the year. She requested the TD to arrange the bus routes of the Link by public tender for the operators to run them and asked the department to conduct full consultation with the TMDC on the Rationalisation Plan early; and
- (vi) A Member said that in their reply, the department had provided the information

Action

of the Link to the franchised bus companies. He queried whether the comments from the bus companies were more important than those of the TMDC. He also said it was mentioned in the above reply that the TD “would listen to the comments from the district council concerned in advance in 2019” and “would consult the district council officially in the first half of 2020”. He requested the department to explain the differences between these two consultations.

79. Mr Damon LEUNG of the TD said the department respected TTC’s comments very much. As indicated in their reply, the department expected to listen to the TTC’s comments on the public transport network adjustment after the commissioning of the Link within this year. Moreover, the department had provided the information of the Link to the franchised bus companies, including the Long Win Bus Company Limited (“LW”) which provided service in the Tuen Mun District, and had been discussing with the LW. The TD would work out the Rationalisation Plan with the bus companies in light of Members’ comments and expected to consult the TMDC officially in the first half of 2020. On the interchange concessions, the department would also consider Members’ comments when working out the Rationalisation Plan with the bus companies. As Members were concerned that the official consultation would not be conducted in a great rush until the first half of 2020, the department planned to listen to Members’ comments first in this year to ensure that the Rationalisation Plan for official consultation in the next year could respond to Members’ requests. On the fares of the bus routes, the department would ensure that the fares after the service adjustment of the routes would meet the requirements of the scale of fares as the distance between Tuen Mun and the North Lantau would be shortened after the commissioning of the Link.

80. The Chairman said the TD should provide explanations on the bus route arrangements first after the commissioning of the Link before the recess of the TMDC this year.

81. Members raised second round of comments and enquiries on this issue as follows:

- (i) A Member requested the LW to provide explanations on the Rationalisation Plan and further requested to pass this issue to the Working Group on Tuen Mun External Traffic to continue to follow up;
- (ii) A Member said Mr Damon LEUNG of the TD did not reply why the TD

Action

consulted the bus companies first instead of all stakeholders at the same time. Moreover, the Member asked when the TD would expect to listen to TTC's comments;

- (iii) A Member said that there were still two TTC meetings in July and September in 2019 and queried that the TD intended to postpone the consultation until 2020 only. Moreover, on the interchange arrangements on the bus routes, the Member said Members would not accept the interchange arrangements similar to those at the Interchange. The Member requested the TD to consult on the overall Rationalisation Plan at the remaining TTC meetings this year;
- (iv) A Member said that in their reply in 2017, the department indicated that the information of the Link had been provided to the franchised bus companies. However, in their reply at this meeting, the department still repeated this point, which was unacceptable. He said citizens who went to the airport for work from Tuen Mun at present could not afford the fares of the Route A airport buses but the service of the Route E airport buses was not satisfactory. Therefore, he requested the TD to consult on the initial Rationalisation Plan at the next TTC meeting to ensure the proposal concerned would meet Members' requests;
- (v) A Member believed that the TD had an overall planning of the Rationalisation Plan. Therefore, even though the department said they would respect the comments of the TMDC, their actual action was quite the contrary. The Member suggested that this issue should be passed to the Working Group on Tuen Mun External Traffic to continue to follow up; and
- (vi) A Member said the routes of the airport buses plying between Tuen Mun and Tung Chung should be rationalised and she queried why the TD directly let the LW operate the bus routes of the Link without going through public tender. She suggested that the TD should try to consult the TTC on the Rationalisation Plan by circulation as soon as possible instead of waiting for the next meeting.

82. The Chairman concluded that the TTC would write to the Commissioner for Transport, requesting the department to provide explanations on the detailed information of the Rationalisation Plan and give a specific reply before the recess of this term of TMDC. Moreover, the TTC would continue to discuss this issue at the next meeting.

(Post-meeting note: the letter concerned was sent on 14 June 2019)

VI. Reporting Items

(A) Reports by Working Groups Progress Reports of Working Groups as at 30.04.2019

(TTC Paper No. 41/2019)

(Reply from the TD)

Working Group on Tuen Mun External Traffic

83. Members perused the paper.

84. As Members did not give other comments, the Chairman announced that the above report of the working group was endorsed.

Working Group on Traffic Problems within Tuen Mun District

85. Members perused the paper.

86. As Members did not give other comments, the Chairman announced that the above report of the working group was endorsed.

(B) Report by Transport Department

(TTC Paper No. 42/2019)

87. Members perused the paper.

VII. Any Other Business and Date of Next Meeting

88. A Member said he had submitted a paper at the TTC meeting last November to discuss the issue on the Proposal to Open up the Vacant Area at the Junction of Wong Kong Wai Road and Man Chat Road under the Bridge of Hong Kong – Shenzhen Western Corridor for the Use of Temporary Car Park. Somehow, there had been no substantial follow-up after the TD conducted a site inspection with him. Therefore, he requested to pass the above issue to the Working Group on Traffic Problems within Tuen Mun District to continue to follow up.

Working

Group on

Traffic

Problems

within Tuen

Mun District

89. The Chairman agreed with the above arrangement.

90. There being no other business, the meeting was closed at 12:16 p.m. The next meeting would be held at 9:30 a.m. on 12 July 2019 (Friday).

Tuen Mun District Council Secretariat

Date: 4 July 2019

File Ref: HAD TMDC/13/25/TTC/19