

Minutes of the 11th Meeting of
the Traffic and Transport Committee (2018-2019) of
the Tuen Mun District Council

Date : 12 July 2019 (Friday)

Time : 9:32 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, MH (Chairman)	TMDC Member	9:32 a.m.	End of meeting
Mr LEUNG Kin-man, BBS, MH, JP	TMDC Chairman	9:32 a.m.	End of meeting
Mr LEE Hung-sham, Lothar, BBS, MH	TMDC Vice-chairman	9:33 a.m.	12:05 p.m.
Mr KWU Hon-keung	TMDC Member	9:32 a.m.	11:31 a.m.
Mr TO Sheck-yuen, MH	TMDC Member	9:32 a.m.	End of meeting
Mr CHU Yiu-wah	TMDC Member	9:32 a.m.	11:07 a.m.
Ms KONG Fung-yi	TMDC Member	9:32 a.m.	End of meeting
Mr CHAN Yau-hoi, BBS, MH, JP	TMDC Member	9:32 a.m.	End of meeting
Ms WONG Lai-sheung, Catherine	TMDC Member	9:32 a.m.	End of meeting
Ms HO Hang-mui	TMDC Member	9:32 a.m.	End of meeting
Mr TSUI Fan, MH	TMDC Member	9:32 a.m.	End of meeting.
Ms CHING Chi-hung, JP	TMDC Member	9:32 a.m.	End of meeting
Ms LUNG Shui-hing, MH	TMDC Member	9:32 a.m.	10:46 a.m.
Mr CHAN Man-wah, MH	TMDC Member	9:32 a.m.	End of meeting
Mr CHAN Manwell, Leo	TMDC Member	10:16 a.m.	End of meeting
Mr CHEUNG Hang-fai	TMDC Member	9:32 a.m.	End of meeting
Ms CHU Shun-nga, Beatrice	TMDC Member	9:32 a.m.	End of meeting
Mr TSANG Hin-hong	TMDC Member	9:32 a.m.	End of meeting
Ms SO Ka-man	TMDC Member	9:32 a.m.	End of meeting
Mr MO Shing-fung	TMDC Member	9:32 a.m.	End of meeting
Mr KAM Man-fung	TMDC Member	9:46 a.m.	End of meeting
Mr YEUNG Chi-hang	TMDC Member	9:32 a.m.	End of meeting
Mr YAN Siu-nam	TMDC Member	9:32 a.m.	End of meeting
Mr TAM Chun-yin	TMDC Member	9:32 a.m.	End of meeting
Mr James CHAN	Co-opted Member	9:32 a.m.	End of meeting
Mr IP Pak-wing	Co-opted Member	9:32 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. WONG Kam Tim	Assistant Manager, Operations, The Kowloon Motor Bus Co. (1933) Ltd
Mr. LAW Yiu-wah, Rayson	Planning and Support Officer I, Long Win Bus Company Limited
Ms Annie LAM	Public Relations Manager – External Affairs, MTR Corporation Limited

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. NG Ho Leung, Jacky	Engineer/Tuen Mun North, 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 YIP Man-pan (Vice-chairman)	TMDC Member
Mr NG Koon-hung	TMDC Member
Mr LAM Chung-hoi	TMDC Member
Mr CHAN Wai-ming	Co-opted Member

I. Opening Remarks

The Chairman welcomed all to the 11th 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 but was notified by Mr YIP Man-pan that he could not attend the meeting because of other commitments.

III. Confirmation of Minutes of the 10th meeting of TTC (2018-2019)

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

IV. Matters Arising

A. Request for Expedious Announcement of Traffic Arrangements for the Commissioning of Tuen Mun-Chek Lap Kok Link

(TTC Paper No. 40/2019)

(Paragraphs 77 – 82 of the Minutes of the 10th Meeting)

(Reply from Transport Department)

(Reply from Highways Department)

6. The Chairman said the TTC had discussed this issue at the 10th meeting on 17 May 2019 and resolved to write to the Commissioner for Transport, requesting the department to provide explanations to the TTC on the detailed information of the rationalisation plan after the commissioning of the Tuen Mun-Chek Lap Lok Link (North Connection) (“Link”) before the recess of this term of TMDC. The TD had submitted a

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reply before the meeting and he requested Members to refer to the paper No. 1 distributed at the meeting.

7. The Chairman continued to say that the TMDC had discussed the commissioning of the Link at the 23rd meeting held on 9 July 2019 and resolved to write to the Director of Highways, requesting the department to send an officer to attend this TTC meeting and provide explanations on the progress concerned. The HyD had submitted a reply before the meeting and he requested Members to refer to the paper No. 2 distributed at the meeting.

8. Mr Damon LEUNG of the TD said that the department had no further comments on this issue other than the reply.

9. The Chairman said the reply from the HyD was irrelevant. The department showed no respect to the TTC by not giving a reply to the commissioning of the Link or sending a representative in charge of the Link project to attend the meeting. He said that when the TMDC supported the provision of a columbarium at Tsang Tsui initially, they had asked the government to expand Lung Kwu Tan Road and provide different kinds of public transport services to and from Tsang Tsui and hoped the representative of the department concerned would relay the comments of the TTC. He also suggested writing to the Director of Highways and requested the department to expediate improvements on the road networks connecting the Tsang Tsui Columbarium.

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

- (i) A Member agreed with the Chairman and said that there had been no widening works for the road to and from the Tsang Tsui Columbarium so there could be traffic congestion easily. Even if there were arrangements of special bus routes to and from the Tsang Tsui Columbarium during the Ching Ming and Chung Yeung Festivals, the roads concerned could not cope with the private car flow on weekdays either. If the problem had not been overcome properly, not only the residents would feel indignant but the TMDC would also be seen of little use. He continued to say that even if the Environment Bureau said there would be improvement works for the road networks in the vicinity of Nim Wan, Tsang Tsui and Lau Fau Shan, it was believed that there would be many problems. He said that writing to the department had little use so Members should consider to express their requests in other ways and he suggested arranging a meeting with the Director of Highways to relay their comments;

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- (ii) A Member said that the TTC had repeatedly requested the department concerned since 2016 to provide explanations on the arrangements of public transport after the commissioning of the Link. Citing Route No. E33P, he said that the bus route between Tuen Mun and the airport was rather circuitous so he hoped the transport to the airport would be more convenient after the commissioning of the Link. However, the department concerned had repeatedly replied in the same way and did not make substantial consultations on the arrangements of transport after the commissioning of the Link. He suggested holding a special meeting and inviting representative of the Transport and Housing Bureau (“THB”) to provide detailed explanations to Members on the arrangements of transport after the commissioning of the Link. Moreover, he quoted the reply from the HyD that the Link could be commissioned in 2020 at the soonest but the special bus route between the Tsing Yi MTR Station and the Tsang Tsui Columbarium could not be commissioned until 2022. He requested the department to reply why making the above arrangements;

- (iii) A Member said that when the government consulted the TMDC on the provision of the Tsang Tsui Columbarium initially, Members requested the construction of a road connecting Tsang Tsui. After several years, the government still had not announced whether the above road would be built or provided the details concerned. He was worried that the residents nearby would suffer from traffic congestion after completion of the Tsang Tsui Columbarium. He said the TTC should be well-prepared and arrange a meeting with the department concerned on their own initiative to discuss the construction of the road and express to the government that the Tsang Tsui Columbarium should not be open until the completion of the road connecting Tsang Tsui;

- (iv) A Member said the reply from the department did not explain whether Lung Kwu Tan Road would be expanded at the same time after the commissioning of the Link. She said Lung Kwun Tan Road was very narrow now and the pavements were overgrown with weeds so many pedestrians were forced to walk on the road. Even if the government would provide a special bus route to and from the Tsang Tsui Columbarium, there would be serious congestion in the event of traffic accidents if Lung Kwun Tan Road was not expanded, thus affecting the worshipping citizens and the residents nearby. She continued to say that as the TMDC had agreed with the provision of the Tsang Tsui Columbarium, the government should improve the road networks in the area correspondingly. Therefore, she suggested having a meeting with the THB as soon as possible to discuss the issue concerned;

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- (v) A Member said that when the TMDC supported the provision of the Tsang Tsui Columbarium initially, he had requested the government to improve the road traffic in the area. However, the FEHD, TD and the HyD went on their own ways and shirked responsibilities among themselves. Therefore, the expansion of Lung Kwu Tan Road had been empty talk to the disappointment of the TMDC. He suggested arranging a meeting with the Commissioner for Transport or the Director of Highways to fight for the expansion of Lung Kwu Tan Road;
- (vi) A Member said that whenever there was new construction at Lung Kwu Tan, the TD would say that there would be improvement on Lung Mun Road and Lung Kwu Tan Road but it had been an empty talk. Even after the villagers of Lung Kwu Tan Village took aggressive action to protest, it was in vain. He suggested arranging a meeting with the Secretary for Transport and Housing or even the Chief Executive on our own initiative to relay their comments. He indicated that Lung Kwun Tan had not been expanded and the Tuen Mun Western Bypass had not been completed so it was difficult to ease the traffic flow entering Tuen Mun from the Link. Therefore, the Tsang Tsui Columbarium should not be open before the expansion of Lung Kwu Tan Road;
- (vii) A Member said the government was inclined to plan new construction until demand came into being owing to proper use of public money so the problem had existed and remained unresolved for many years. She opined that the government should change their thinking to estimate the traffic demand going to the Tsang Tsui Columbarium in advance and commence the corresponding road construction before the commissioning of the columbarium. She indicated that the current road connecting the Tsang Tsui Columbarium was very narrow. With the Tsang Tsui Columbarium commissioning in phases, traffic congestion problem would become more serious. She also said the reply from the HyD did not explain the specific arrangements on the three special bus routes to and from the Tsang Tsui Columbarium. Moreover, she suggested extending Route No. K52 to Tsang Tsui or launching a special bus route on weekdays so that citizens could go worshipping on weekdays. On the other hand, she suggested convening a special meeting and inviting the representatives of the TD and the HyD to discuss the above matter in detail;
- (viii) A Member said the reply from the department did not provide explanations on the latest progress of this issue. It was not satisfactory for the Members to know more

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about the developments through news report only. She said citizens now had high expectations on the government so the department concerned should disclose more information on this issue. She agreed to convene a special meeting and invite the department concerned to discuss this issue;

- (ix) A Member said the reply from the HyD just mentioned “the department’s target to complete the northern link in 2020 at the soonest remained unchanged”. She also indicated that the special bus route between the Tsang Yi MTR Station and the Tsang Tsui Columbarium through the Link would not be commissioned until 2022 so she queried whether the commissioning of the Link would be postponed to 2022. She said that once there were traffic accidents on Lung Kwu Tan Road now, the access of the residents nearby would be seriously affected. When the TMDC supported the provision of the Tsang Tsui Columbarium initially, they had requested the government to widen the roads in the vicinity of Lung Kwu Tan Road and Sheung Pak Nei and Ha Pak Nei but there had been no progress up to now. The government further mixed the suggestion for the expansion of Lung Kwu Tan Road with the Lantau Tomorrow Vision. She said district councillors were representatives much in line with people’s opinions. If the government ignored district councillors’ comments, the district council would be useless so she hoped that there would be successful arrangement of a meeting with the Secretary for Transport and Housing this time;
- (x) A Member said he agreed that the Tsang Tsui Columbarium should not be open before the expansion of Lung Kwu Tan Road. He criticised that the government did not consider the impact on hundreds of thousands of residents in the vicinity of the roads nearby and the Butterfly Beach caused by the traffic flow going to the Tsang Tsui Columbarium during the Ching Ming and Chung Yeung Festivals. Moreover, Members had requested the expansion of Lung Kwu Tan Road but the government turned a deaf ear and had taken delaying tactics. Therefore, he agreed to arrange a meeting with the department head concerned on their own initiative;
- (xi) A Member said it was only the HyD’s target that the Link would be completed in 2020. He requested the department to provide explanations on the latest progress of the works. Moreover, he indicated that it would take some time to plan the routes for the bus interchange at the toll plaza of the Link. However, the TD planned not to consult on the bus rationalisation plan until the first half of 2020 so the time was too pressing. He agreed to convene a special meeting or arrange a meeting with

the Secretary for Transport and Housing on their own initiative;

- (xii) A Member said he was worried that it was too late for the bus rationalisation plan to be implemented before the commissioning of the Link. At the time, Members would be forced to accept an unsatisfactory bus rationalisation plan as the time was pressing. He indicated that TTC had repeatedly discussed improvements on the bus routes between Tuen Mun and the airport for many years but there were still unsatisfactory arrangements of many routes now. Moreover, he agreed that it was necessary to widen Lung Kwu Tan Road but he was worried that the government would use it as a condition as an exchange for reclamation. He suggested that Members should arrange a meeting with the Secretary for Transport and Housing on some day on their own initiative; and
- (xiii) A Member said that it was now only approximately one year before the expected commissioning of the Link but the reply from the HyD was still ambiguous. This highlighted that the department did not have adequate supervision on the works for the Link so it was really disappointing. He had no objections to the arrangement of a meeting with the department concerned. However, he suggested writing to the HyD and condemning the department for inadequate supervision on the works.

11. Mr LEUNG of the TD said the bus planning branch of the department was collecting comments to work out the bus rationalisation plan after the commissioning of the Link, and would conduct official consultations with the TMDC later. He had noted Members' comments on the individual bus routes and would relay them to the branch in charge. Moreover, the department would know more about the commissioning of the Link from the HyD so that they could consult on the bus rationalisation plan in due course and allow sufficient time for Members' discussions. On the arrangements of transport for the Tsang Tsui Columbarium, the TD would make estimations according to pedestrian flow as the urn spaces there would be allocated in phases. They proposed to launch a special bus route between the Tuen Mun MTR Station and Tsang Tsui in 2020 first. On the special bus routes between the Tuen Mun Bus-bus Interchange ("Interchange"), the Tsing Yi MTR Station and Tsing Tsui, it was estimated that they would be launched in 2021 and 2022 respectively. The TD would pay close attention to the pedestrian flow and the use of the special bus route after the commissioning of the Tsang Tsui Columbarium, and would adjust the arrangements of the special bus route according to the passengers' demands. He emphasised that the launch of the special bus route between the Tsing Yi MTR Station and Tsang Tsui would depend on the pedestrian flow of the Tsang Tsui Columbarium and the

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use of the special bus route. It had nothing to do with the progress of the works for the Link.

12. Mr WU Fan of the HyD said the Major Works Project Management Office of the department was fighting for completion of the works for the Link by the end of 2020.

13. The Chairman said he condemned the TD and the HyD for having delayed the widening works of Lung Kwu Tan Road with no progress so far. He suggested that TTC should arrange a meeting with the Secretary for Transport and Housing on their own initiative and request the Secretary to instruct the department concerned to deal with the above matter.

14. A Member said that on the issue of widening Lung Kwu Tan Road, HyD was simply in charge of the implementation of the road works so Members should focus on expressing discontent to the Transport and Housing Bureau.

15. A Member said that when the Secretary for Transport and Housing met the TMDC members earlier, Members specifically requested to widen Lung Kwu Tan Road and the residents in the area had made petitions for many times. It was believed the Secretary knew much about the request concerned. She suggested listing the main discussion items when meeting the Secretary for Transport and Housing to avoid empty talk.

16. The Chairman said TTC would write to the Chief Executive directly to condemn the Transport and Housing Bureau for failing to improve the road connecting the Tsang Tsui Columbarium and ask the Chief Executive to supervise the THB to deal with it as soon as possible. Moreover, if the Secretary for Transport and Housing had no time to visit Tuen Mun, Members could go to the office of the Secretary for Transport and Housing and have a meeting with the Secretary to discuss the road construction and transport arrangements for the Tsang Tsui Columbarium.

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

- (i) A Member said the government had not honoured many of their commitments to the TMDC so far and the Member suggested raising them to the Chief Executive together;
- (ii) A Member agreed with the suggestions of writing to the Chief Executive and arranging a meeting with the Secretary for Transport and Housing on their own

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initiative. Moreover, he opined that apart from the permanent road networks in the Tuen Mun District, the complementary transport arrangements for the Tsang Tsui Columbarium during the Ching Ming and Chung Yeung Festivals should also be considered. Therefore, discussion with different public transport service operators about special arrangements on transport was needed. He said the district council for this term would suspend operation soon and the date of the first TTC meeting would be near the Ching Ming Festival next year. Therefore, he suggested discussing the arrangements on transport for the Ching Ming Festival in advance and raising it to the Transport and Housing Bureau together to avoid traffic problems at the time; and

- (iii) A Member said the main point of this issue was the commissioning of the Link and the arrangements on transport after the commissioning. As HyD was the department in charge of the road works for the Link, he opined that HyD should be condemned. Moreover, he had no objections to writing to the Chief Executive but he thought it had little use. Therefore, he reiterated that the focus should be put on expressing discontent to HyD on the progress of the works for the Link.

18. The Chairman said that there was only one TTC meeting left for this term. After writing to the Chief Executive, TTC should raise comments no matter whether there was specific reply received. The future TTC could still continue to follow up the issues concerned according to the minutes. He asked Members to submit to the Secretariat all the issues for the discussion with the Secretary for Transport and Housing. Then the Secretariat would choose some items for discussion after collecting all the issues.

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

- (i) A Member said TTC had expressed their comments to different government departments according to usual practice. As the district council of this term would suspend operation soon, she was worried that the meeting with the Secretary for Transport and Housing could not be arranged in time. She opined that even if there were complaints repeatedly lodged to the department of higher levels about the widening works for Lung Kwu Tan Road, eventually it would be replied by the HyD's representative in charge of the Tuen Mun District. Therefore, she suggested that their comments should be relayed through other channels like the Ombudsman;
- (ii) A Member said the Chief Executive had greater authority than the Ombudsman. Therefore, it would be more useful to write to the Chief Executive to condemn the

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Secretary for Transport and Housing and request the Chief Executive to urge the Secretary for Transport and Housing to have a meeting with TTC; and

- (iii) A Member said writing to the government department had little use so the Member also suggested that TTC should directly go to the office of the Secretary for Transport and Housing requesting a meeting.

20. The Chairman said that no matter whether it would be successful or not, the district council should try their best to raise comments. Therefore, he would take action according to the intentions of most Members.

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

- (i) A Member said the request of the captioned paper was reasonable. She indicated that the government had looked down upon the Tuen Mun District with a lot of obnoxious facilities located in the Tuen Mun District but the environment in the district was not improved. TTC had expected the government would hold discussion with Members about the development of road networks in the Tuen Mun District but the government had never announced the details concerned. She opined that apart from writing to the government department, complaining to the Ombudsman and calling upon citizens to complain to the Ombudsman were also suggestions that could be considered;
- (ii) A Member suggested proposing a meeting with the Secretary for Transport and Housing directly. If the Secretary refused the meeting, the mass media and the villagers of Lung Kwu Tan Village could be informed; and
- (iii) A Member said writing a letter to condemn the Secretary for Transport and Housing had little use. The Member also suggested that at the meeting with the Secretary for Transport and Housing, focus should be put on the discussion about the arrangements on the transport for the Tsang Tsui Columbarium.

22. The Chairman concluded that TTC would write to the Office of the Chief Executive to condemn the Transport and Housing Bureau for not honouring their commitment to improving the road connecting the Tsang Tsui Columbarium. Moreover, the Chairman asked Members to choose five topics for inviting the Secretary for Transport and Housing to a meeting and suggested a date of meeting with the Secretary.

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(Post-meeting note: the Secretariat wrote a letter on 16 July 2019, inviting Members to submit proposed discussion topics for the meeting with the Secretary for Transport and Housing and wrote again on 25 July 2019 inviting Members to choose five discussion topics. Subsequently, the Secretariat wrote to the Chief Executive and the Secretary for Transport and Housing respectively on 16 August 2019 and invited the Secretary for Transport and Housing to have a meeting with Members and exchange views on the five issues below:

- (i) Arrangements on transport in the Tuen Mun District after the commissioning of the Tuen Mun – Chek Lap Kok Link (Northern Connection);
- (ii) Works progress on the Tuen Mun West Bypass and Route 11;
- (iii) Congestion problems of the Tuen Mun Road and the slip roads concerned (including Wong Chu Road and Lung Mun Road);
- (iv) Matters on the Tuen Mun South Extension of the West Rail (including the siting, implementation and details of above-station property); and
- (v) Future arrangements on the extension of the Tuen Mun Road Bus-bus Interchange.)

V. Discussion Items

A. Request for Lift Installation at the Stairs between Kim Po Building and Common Bond Building **(TTC Paper No. 43/2019)**

23. The proposer of the paper said he had raised the captioned request last year but the TD and the HyD did not give any positive reply. He indicated that there were higher and lower levels in Tuen Mun Area 4B but all the bus stops in the area were located in the vicinity of the Castle Peak Road near the Prime View Light Rail Stop. As there was no lift at the stairs between the Kim Po Building and the Common Bond Building, the elderly and the disabled found it difficult to go to the bus stop to take a bus. He cited that the pedestrian walkway at the mid-levels on the Hong Kong Island were provided with lifts so the department concerned should not further delay for any reasons. Moreover, he said that there was no unloading area on the road in the vicinity of the captioned location so goods vehicles were forced to unload goods at the bus stop. Therefore, he suggested that the Prime View Bus Stop (Yuen Long bound) should be extended and provided with an unloading area.

24. A Member said she had received many comments on this issue from the residents in the area and had written to the TD and the HyD many times requesting the provision of a lift but the request was not accepted. She continued to say that there

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were a lot of residents who travelled to and from the Hong Kiu area and the Prime View Light Rail Stop every day. During the day time, residents could use the stairs in the Dor Boa Shopping Arcade or the ramp under Tsing Kwai Path. Somehow, the gradient of the above ramp was rather great so it would be difficult and dangerous to the wheel chair users. When the stairs at the Dor Boa Shopping Arcade were closed at night, residents needed to use the ramp under Tsing Kwai Path or use the pedestrian subway by walking for a longer distance. Therefore, the provision of a lift at the captioned location was needed and there was adequate space for the provision of a lift there;

25. Mr MA Yik-kau, Victor of the TD said the department had paid a site visit for the two proposals in the captioned paper. On the first proposal, he said that there was a ramp beside the Dor Boa Building now. Pedestrians could also use the above ramp to travel to and from Tsing Chui Path apart from using the stairs. TD also conducted a survey on the pedestrian flow during the peak hours on 26 June 2019 and recorded about 230 people per hour at most. As there were barrier-free facilities at that location and the pedestrian flow was lower than the standard for the provision of an escalator, i.e. 3,000 people per hour, the department did not support the proposal for the provision of a lift. On the second proposal, he said TD had also received the comments concerned earlier. At present, the distance between the Prime View Bus Stop (Yuen Long bound) and the pedestrian crossing across the Castle Peak Road was about 7 metres only. It was not long enough for the provision of an unloading area. As the vehicles waiting to unload goods might cause obstructions to the pedestrian crossing, the department did not support the backward extension of the above bus stop. However, the department was studying the feasibility of forward extension of the parking area at the above bus stop. If the plan concerned was implemented, three trees in front of the bus stop needed to be removed. TD had conducted district consultations on this arrangement and the stakeholders of the constituency concerned had comments on the relocation or removal of the trees. TD welcomed Members to express comments on the forward extension of the parking area. If there were supports from Members, TD would consider to implement the plan for the forward extension of the parking area.

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

- (i) A Member said the ramp mentioned by the TD's representative had a much greater gradient than the ramp of an ordinary pedestrian footbridge. It was much difficult for the wheel chair users so she requested the department to provide the exact gradient of the ramp for reference. Moreover, she suggested that when the

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department conducted a survey on pedestrian flow, they should also calculate the number of people who used the stairs in the Dor Boa Shopping Arcade;

- (ii) A Member said many pedestrians could not use the stairs between the Kim Po Building and the Common Bond Building now. Therefore, it was meaningless for the department to conduct a survey on pedestrian flow at that location. Moreover, as the councillor of the constituency concerned and the proposer of the paper, he himself had never been consulted. He indicated that if people used the stairs beside the Tung Wai Court or the pedestrian subway nearby to go to the area of Prime View, they needed to walk for a long distance causing great difficulty to them. He queried about the provision of lifts while the pedestrian flow at the stairs of the mid-levels and the pedestrian footbridge at the Siu Hong South was very low. Therefore, he said the TD's justifications on the refusal for the provision of a lift at the captioned location were not convincing and hoped the department would re-consider the captioned proposal; and
- (iii) A Member said he had suggested forward extension of the parking area of the Prime View Bus Stop (Yuen Long bound) for the provision of an unloading area and relocation of the trees at that location two years ago. However, TD said the councillor of the constituency concerned had objections to the suggestion. As the councillor of the constituency concerned had just said he had never been consulted at district level, he asked who the target of the TD's consultation was.

27. Mr MA of the TD said the gradient of the ramp beside the Dor Boa Building was about 1:10, which was in line with the standard of ramp design but the pedestrian flow at the captioned location did not support the provision of escalators. On the provision of an unloading area, TD conducted district consultation through the TMDO at the beginning of 2018 and learned from it that the stakeholders of the constituency concerned had objections to the relocation and removal of trees. Therefore, the works concerned were not implemented. He continued to say that if there were supports from Members, the department would consider to implement the plan for the forward extension of the parking area of the bus stop.

28. Members raised the third round of comments and enquiries on this issue as follows:
- (i) A Member said the captioned request was reasonable and should be implemented as soon as possible. He also indicated that there were a lot of residential flats in Prime View area. Many residents needed to go to Hung Kiu

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and take a bus so there should be high pedestrian flow. He said that when TD conducted a survey on pedestrian flow, they should provide statistics on the pedestrian flow for the whole day. Moreover, TD should be fair to the residents in all districts when deciding on the provision of lifts;

- (ii) A Member said the ramp at the captioned location was very steep causing danger to the pedestrians. Coupled with the population aging in the area, a ramp alone could not meet the residents' needs. She agreed with the proposer of the paper that some footbridges under the Barrier-free Programme were provided with lifts even if they did not meet the standard on pedestrian flow of 3,000 people per hour. Therefore, the department concerned should try hard to implement the captioned proposal to the convenience of the residents instead of causing delays with different difficulties;
- (iii) A Member said there were many homes for the elderly in the Hung Kiu area. Therefore, TD should decide on the provision of lifts by considering the actual situation of the area instead of the data on pedestrian flow alone;
- (iv) A Member said Hung Kiu was an area with most of homes for the elderly in the Tuen Mun District. There were 30 odd homes for the elderly in total including the San Hui Village. Therefore, TD should take into consideration that wheel chair users would find it difficult to pass through the ramp near Tsing Ling Path. It was really unconvincing that TD and the HyD themselves decided on the provision of lifts according to their own standards. He reiterated that many residents with difficulties in mobility were not able to use the stairs between the Kim Po Building and the Common Bond Building. Therefore, TD could not obtain an accurate survey on pedestrian flow at that location. Moreover, he indicated that here were a lot of pedestrians who used the passageway in the Dor Boa Shopping Arcade now and there were many complaints received from the tenants there; and
- (v) A Member asked if TTC supported the provision of a lift at the captioned location, whether it could be listed as an implementation item under the Universal Accessibility Programme to expediate the progress? Moreover, he indicated that lifts should be provided for the people in need and not decided on the data of pedestrian flow alone.

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29. The Chairman suggested that the provision of a lift at the captioned location should be listed as an implementation item under the Universal Accessibility Programme.

30. Mr MA of the TD said the Universal Accessibility Programme of the HyD was designed for the provision of barrier-free facilities at the public footbridges, elevated pedestrian walkways and pedestrian subways maintained and repaired by the HyD but the stairs between the Kim Po Building and the Common Bond Building did not belong to the above facilities. The department noted Members' comments but considering that there was barrier-free facility like a ramp in the area, the proposal for the provision of a lift would not be supported.

31. Mr WU of the HyD said that according to the Universal Accessibility Project Team under the Major Works Project Management Office of the department, one of the criteria of the Universal Accessibility Programme was that the pedestrian walkways concerned needed to be crossing the public roads maintained and repaired by the HyD. As the stairs between the Nim Po Building and the Common Bond Building did not meet the above criteria, it could not be included in the Universal Accessibility Programme.

32. The Chairman suggested that the proposer of the paper should put forward the captioned proposal to the Secretary for Transport and Housing together.

**B. Proposal to Allow Vehicles from the Car Park of Botania Villa on Lam Tei Main Street to Turn Right to Fuk Hang Tsuen Road
(TTC Paper No. 44/2019)
(Reply from Planning Department)**

33. The Chairman said the Planning Department had submitted a reply before the meeting and the Secretariat distributed the reply concerned to Members on 10 July 2019.

34. The first proposer of the paper said Lam Tei Main Street now carried one-way traffic and vehicles needed to enter Lam Tei Main Street through Fuk Hang Tsuen Road. After completion of the Botania Villa, its developer widened the entrance of the Botania Villa Carpark up to the section of Lam Tei Main Street between the junction of Fuk Hang Tsuen Road and provided pavements and small number of parking spaces. He suggested following the design of the junction of Hong Po Road and turning the widened Lam Tei Main Street into a two-way street to allow vehicles to turn right into Fuk Hang Tsuen Road from the Botania Villa Carpark, thus reducing the traffic load of Lam Tei Main Street. He indicated

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that there was a piece of land beside the Sherwood reserved as a market but it had been vacant so far. If Lam Tei Main Street was widened to carry two-way traffic, the parking spaces could be relocated to the above vacant open space for the best use of the land. He continued to say that there were many temporary houses at the intersection between Fuk Hang Tsuen Road and Lam Tei Main Street thus narrowing the section concerned so he requested TD to try to seek a solution. Moreover, many shops had been opened in Lam Tei Main Street in recent years. Coupled with the pedestrian flow at the Sherwood and the Botania Villa, the pedestrian flow in Lam Tei Main Street had a great increase. At present, there were often pedestrians using trolleys in Lam Tei Main Street causing danger to motorists. Therefore, he requested TD to try hard to implement the captioned proposal to straighten out the traffic conditions in Lam Tei Main Street.

35. A Member said the section of Lam Tei Main Street near the entrance of the Botania Villa Carpark was rather narrow and people and vehicles often scrambled for space. Therefore, he agreed to try hard to reduce the vehicle flow in Lam Tei Main Street. He opined that the entrance of the Botania Villa Carpark now had adequate space to allow vehicles to turn right into Fuk Hang Tsuen Road. It would be much better if the parking spaces at that location could be relocated. He hoped TD would consider to implement the captioned proposal.

36. Mr NG Ho-leung, Jacky of the TD said the department paid a site visit for this issue. At present, Lam Tei Main Street carried one-way traffic connecting Fuk Hang Tsuen Road and the Castle Peak Road. All the vehicles leaving the Botania Villa Carpark needed to turn left to go to the Castle Peak Road through Lam Tei Main Street. On the proposal to widen Lam Tei Main Street to carry two-way traffic, the department found after the site visit that the junction of Lam Tei Main Street near Fuk Hang Tsuen Road was rather narrow. According to the information on land boundary provided by the Tuen Mun District Lands Office, there were two private lands at the above junction thus causing limitations to the area in widening Lam Tei Main Street to carry two-way traffic. However, TD would conduct site survey positively and study the land boundary with the Tuen Mun District Lands Office and continue to study the feasibility of changing Lam Tei Main Street to carry two-way traffic and allowing vehicles to turn right into Fuk Hang Tsuen Road from the Botania Villa Carpark. Moreover, on the proposal for the relocation of the metered parking spaces in Lam Tei Main Street at the vacant government land, it would involve the modification of land planning for the change of metered parking spaces as the above land did not belong to the road area. The department would study the feasibility of the proposal with the Planning Department and the Tuen Mun District Lands Office. Prior to the implementation of the relocation of parking

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spaces at the vacant government land, the department would keep the existing metered parking spaces in Lam Tei Main Street to meet the citizens' demands.

37. Mr TAM Kwok-leung of the Tuen Mun District Lands Office said the office had no special comments on the proposal for the cancellation of the metered parking spaces in Lam Tei Main Street. On the proposal for the relocation of metered parking spaces in Lam Tei Main Street to the vacant government land, the site concerned belonged to unleased government land currently under the purview of the Tuen Mun District Lands Office. He indicated that part of the site concerned was located in the village boundary of Lam Tei, Lam Tei San Tsuen and To Yuen Wai and there had been no development plan so far. If Members suggested the provision of parking spaces at the site concerned and met the requirements of the Planning Department and the department concerned, the department would co-operate when processing the applications. Moreover, on the proposal to change Lam Tei Main Street to carry two-way traffic, currently either side of Lam Tei Main Street was mainly private land. The proposed widening area would involve requisition of private land and demolition of temporary structures. The office would co-operate on the arrangements of land requisition and demolition upon receipt of applications from the department concerned. He continued to say that on the proposal to allow vehicles to turn right into Fuk Hang Tsuen Road from the Botania Villa Carpark, currently the Botania Villa needed to provide a car park in accordance with the lease, and the vehicle entrance needed to be located in Lam Tei Main Street. At present, Lam Tei Main Street carried one-way traffic only and the vehicles could not turn into Fuk Hang Tsuen Road directly through Lam Tei Main Street from the car park. On the proposal for traffic arrangements to allow vehicles to turn into Fuk Hang Tsuen Road directly through Lam Tei Main Street from the car park, the office would co-operate if TD considered that the proposal was feasible.

Working Group
on Traffic
Problems within
Tuen Mun
District

38. The Chairman concluded that this issue would be passed to the Working Group on Traffic Problems within Tuen Mun District to follow up.

C. Request for Traffic Lights at the Junction of Sun Fung Wai (TTC Paper No. 45/2019)

39. The first proposer of the paper said the junction of Sun Fung Wai carried two-way traffic now and vehicles could enter Sun Fung Wai from two directions thus causing accidents easily. Moreover, motorists needed to pay attention to the vehicle flow from both directions in the Castle Peak Road at the same time when leaving Sun Fung Wai and entering the Castle Peak Road. Therefore, traffic accidents often happened there. He requested TD to study the provision of traffic lights at the junction

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of Sun Fung Wai and improve the traffic facilities at that location (e.g. metal railings on the roadside of the Castle Peak Road) to avoid blocking the motorists' view and causing accidents.

40. Mr WU of TD said the department paid a site visit for this issue with the first proposer of the paper. In order to allow vehicles to turn right into the Castle Peak Road (Yuen Long bound) more safely from Sun Fung Wai, the department was studying to widen the pavement on the south bound lane of the Castle Peak Road to allow motorists to have more sufficient distance to observe the vehicles in the south-bound lanes of the Castle Peak Road before leaving Sun Fung Wai. Moreover, the department was studying to lower the concrete divider in the central reservation of the Castle Peak Road and changed the existing vertical metal railings into horizontal ones to avoid blocking the motorists when they were observing the vehicles in the north-bound lanes of the Castle Peak Road. TD would continue to study the feasibility of the above measures with the councillor of the constituency concerned and village head.

41. The first proposer of the paper said TD could implement the two measures on trial first and suggested that this issue should be passed to the Working Group on Traffic Problems within Tuen Mun District to follow up.

42. The Chairman said if there were problems found after the implementation of the measures, they should be rectified immediately but not reviewed several months later. Moreover, he requested TD to follow up the captioned matter with the first proposer of the paper directly.

TD

D. Request for Noise Mitigation at a Road Junction near Chung Uk Tsuen Light Rail Stop **(TTC Paper No. 46/2019)**

43. The Chairman welcomed Ms Annie LAM, Public Relation Manager – External Affairs of the MTR Corporation Limited (“MTR”) to the meeting.

44. The first proposer of the paper said that whenever light rail trains passed through the captioned junction, there would be very loud noise. He asked whether the MTR had monitored the track conditions and noise level at the section concerned. He suggested that the MTR should enhance the maintenance of the light rail tracks to mitigate the noise nuisance caused to the residents nearby as soon as possible.

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45. Ms LAM of the MTR said her company had taken different travel noise mitigation measures including grinding the tracks and checking the train wheels and installing lubricating devices at suitable locations. She indicated that the noise problem at the captioned location had not been great but the MTR found that the track at that section needed grinding. Moreover, the MTR also checked the speed of the trains when the driver passed through the captioned section and the wheel conditions of the light rail trains which used the captioned section and found that they were confirmed normal. As the track grinding works needed to be carried out during the non-service hours at mid-night, the MTR had worked out temporary management measures according to the requirements of the department concerned to avoid affecting the overnight public transport services. The MTR were waiting for the approval on the temporary management measures from the department concerned. Pending confirmation on the date of track grinding works, the MTR would follow up with the councillor of the constituency concerned again.

46. The Chairman asked the MTR to follow up the captioned matter with the first proposer of the paper directly. MTR

E. Request for Whole-Day Service of Bus Route No. E33P **(TTC Paper No. 47/2019)** **(Reply from Long Win Bus Company Limited)**

47. The Chairman welcomed Mr LO Yiu-wah, Planning and Support Officer I of the Long Win Bus Company Limited (“LW”) to the meeting.

48. The Chairman said LW had submitted a reply before the meeting and the Secretariat distributed the reply concerned to Members on 10 July 2019.

49. The first proposer of the paper said the reply from LW did not give a positive reply to the captioned request. She continued to say Members had requested whole-day service of Route No. E33P and LW also promised to implement the arrangement concerned in the third quarter of 2018. Somehow, currently Route No. E33P provided service between Tuen Mun and the airport from 2:30 p.m. to 6 p.m. only. There was only one-way service from Tuen Mun to the airport or from the airport to Tuen Mun during other time slots. She said LW were playing tricks. On LW’s proposal that passengers could take Route No. A33X or E33 to and from the airport during other time slots, she indicated that one needed to get on the bus at the Tuen Mun Town Centre to take Route No. E33 but the fares of Route No. A33X were high and the

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bus did not stop at Tung Chung and the Cathay City. Therefore, it caused inconvenience to the citizens who went for work at the airport. She requested LW to arrange Route No. E33P to provide two-way whole-day service and explain whether its routing would change after the commissioning of the Link.

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

- (i) A Member said Members had requested two-way whole-day service of Route No. E33P so LW's current travel arrangements had not honoured the commitment of "whole-day" service. In the reply, LW said "they would continue to pay attention to the patronage of the route between Tuen Mun and the airport. She said this implied the company did not plan to further implement the two-way whole-day service of Route No. E33P. If LW refused to implement the two-way whole-day service, Route No. E33P should be put out to tender again. Moreover, she requested LW to explain whether the bus route rationalization plan after the commissioning of the Link would include Route No. E33P;
- (ii) A Member said the airport operated 24 hours so there would be residents who went to the airport for work during the whole day. If passengers knew Route No. E33P did not provide service at specific time slots, they would not wait for the bus at the bus stop. Therefore, LW's remarks that "they would pay attention to the patronage" were meaningless. She continued to say that during the time slots when Route No. E33P did not provide service, buses of Route No. E33 were already full when departing the terminus. As the fares of Route No. A33X were high and did not pass through the Cathay City, it was necessary for Route No. E33P to provide two-way whole-day service. She said that if LW refused to implement the two-way whole-day service of Route No. E33P, the series of Routes No. E33 and A33 should be put out to tender again;
- (iii) A Member requested LW to expediate the implementation of two-way whole-day service of Route No. E33P to meet the citizens' demands. He said the airport was the gateway of Hong Kong so it was necessary to ensure that tourists and airport staff could go to and from the airport conveniently. He suggested that if LW refused to implement two-way whole-day service of Route No. E33P, all the bus routes between Tuen Mun and the airport should be rationalised and put out to tender again; and
- (iv) A Member said the captioned issue had been discussed at TTC for many times.

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He requested LW to implement two-way whole-day service of Route No. E33P as soon as possible to reply to the citizens' requests. On LW's proposal that passengers could take Route No. A33X or E33 to and from the airport during other time slots, he indicated that the fares of Route No. E33 were high but did not have a much shorter distance than Route No. E33P. The buses of E33 were already full when passengers got on them at the Interchange and the interchange concessions were not attractive. Coupled with the fact that passengers needed to take a bus to the Tuen Mun Town Centre for interchange to Route No. E33, it was really inconvenient. Moreover, he asked LW how they paid attention to the patronage of the buses plying between Tuen Mun and the airport and requested LW to provide the data concerned for Members' reference.

51. Mr LO of LW said that in the Bus Route Rationalisation Plan for Tuen Mun District 2018-2019, his company proposed to extend the service hours of Route No. E33P and that the last departure from Siu Hong to the airport would be extended to 6 p.m. sharp and the first departure from the airport to Siu Hong would start early at 2:30 p.m. The above arrangements were implemented in December 2016 after consultations and the proposal for extension of services in phases had been fully implemented. LW would continue to examine the patronage of Route No. E33P and other airport bus routes in the Tuen Mun District and review the services of the above routes with TD in due course.

52. Mr LEUNG of TD said the department studied the captioned proposal with LW but there was no further comment for the time being. He noted Members' comments and would pass them to the branch in charge of airport bus operation to follow up.

53. A Member was disappointed at TD for allowing LW to do this. She said Members only agreed with LW's plan to extend the service of Route No. E33P in phases on trial first at the time but requested to implement the two-way whole-day service of Route No. E33P eventually. Moreover, she requested LW again to explain whether the bus route rationalisation plan after the commissioning of the Link would include Route No. E33P.

54. A Member said that when TTC discussed the Bus Route Rationalisation Plan for Tuen Mun District 2018-2019, Members requested wo-way whole-day service of Route No. 33P. She asked whether Route No. 33P would pass through the Link after the commissioning of the Link. Moreover, she opined that Tuen Mun residents needed the

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provision of whole-day airport bus routes. Therefore, the existing arrangements on the service hours of Route No. E33P were not desirable.

55. Mr LO of LW said his company would review the passengers' demand for the buses to and from the airport in the whole Tuen Mun District together. On the service arrangements of Route No. E33P after the commissioning of the Link, LW would maintain contacts with TD and study the plan concerned in due course.

56. Mr LEUNG of TD said the department welcomed Members to raise comments on the bus route rationalisation plan after the commissioning of the Link. The department noted Members' comments on the service hours and travel routes of Route No. E33P and would refer to them when working out the plan concerned. Moreover, TD would work out an overall adjustment plan for the public transport services between Tuen Mun and the North Lantau.

57. A Member said the representatives of LW and TD did not give a positive reply to Members' enquiries. He requested the representatives of LW and TD to provide explanations on the deadline of the review on the service of Route No. E33P and the collection of comments and suggested that discussion of this issue should be continued.

58. A Member said he/she understood TD were collecting comments on the bus route rationalisation plan after the commissioning of the Link. As the Link was expected to be commissioned at the end of 2020 only, TD were requested to explain whether Route No. E33P had room for improvement before the commissioning of the Link.

59. The Chairman concluded that TD were requested to consider Members' comments and provide explanations on the service improvement plan of Route No. E33P before the commissioning of the Link.

TD

F. Concern over Frequency of KMB Route No. 61M during Morning Peak Hours (TTC Paper No. 48/2019)

(Reply from Transport Department)

60. The Chairman welcomed Mr WONG Kam-tim, assistant manager (operations) of the Kowloon Motor Bus Company (1933) Limited ("KMB") to the meeting.

61. The Chairman said TD had submitted a reply before the meeting and the

Secretariat distributed the reply concerned to Members on 11 July 2019.

62. The first proposer of the paper said she had monitored the KMB's service routinely but the paper listed the four dates of lost trips only. She said Route 61M had lost trips in the morning peak hours and the problem was very serious. The paper had specifically listed the lost trips of Route 61M on individual dates and the frequency of lost trips. However, the TD's reply provided general explanations for the cause of lost trips only so she was very dissatisfied with this and requested the department to provide a more detailed reply. Moreover, she opined that the improvements on the problem of lost trips that TD proposed were not specific. She requested the department to provide concrete measures to monitor the public transport service operators as the department monitoring public transport services. She further requested the KMB to state the specific causes of lost trips of Route 61M on the four days described in the paper. She continued to say Route 61M had too many bus stops so the problem of lost trips had not been solved properly. Therefore, she suggested the provision of special departures from the Chi Lok Fa Yuen heading Kowloon.

63. Mr LEUNG of TD said the department had routinely monitored the services of all the bus routes in Hong Kong and bus companies would submit operating statements regularly. Upon receipt of complaints about lost trips, TD would request the bus companies to investigate the cause and submit reports. The department would also regularly investigate whether public bus services were operated according to the Schedules of Service. If lost trips were found, TD would follow them up with the bus companies. On the lost trips of Route No.61M as reflected by the first proposer of the paper, the department noticed that the route had a low rate of lost trips in the morning peak hours. Somehow, the department understood that there were lost trips owing to different incidents on individual days. If lost trips were caused by factors that could be controlled by the bus companies such as operational needs, the department would request the bus companies to make improvements. On the TTC's suggestion for the provision of special departure from the Chi Lok Fa Yuen, the distance of Route No. 61M was quite long. Therefore, if there were special departures from the Chi Lok Fa Yuen, the frequency at the downstream bus stops would be more unstable. Moreover, among the overall patronage on the special departures of Route No. 61M heading Lai King in the morning peak hours, about 15% to 20% were those passengers who got on the route from the bus stops between the Yau Oi (South) and the Tuen Mun Government Secondary School. Considering the impact on passengers and the stability of frequency, the department could not support the suggestion concerned at the current

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stage. The department would continue to monitor the service level of Route No. 61M with the KMB according to the routine mechanism.

64. The Chairman suggested that KMB should arrange half-full buses of Route No. 61M to pick up the passengers along the Castle Peak Road in due course.

65. On the four days of lost trips of Route No. 61M listed in the paper, Mr WONG of the KMB replied as follows:

- (i) On 3 April, the traffic along the way was busy and there were road works causing obstruction so the travel time and stability of frequency of Route No. 61M were affected;
- (ii) On 6 March and 25 April, a bus captain was absent from work suddenly and the KMB needed to arrange manpower thus causing delays in the frequency; and
- (iii) On 8 May, a number of citizens waited for Route No. 61M at the Interchange (Tuen Mun bound) so the KMB temporarily withdrew buses for the Tuen Mun-bound special trips thus affecting the Kowloon-bound bus service. He indicated that the frequency of Route No. 61M departing from the Yau Oi (South) Terminus was generally normal.

66. A Member said and hoped the KMB could increase the resources of Route No. 61M (Tuen Mun bound) to avoid affecting the Kowloon-bound trips.

67. Mr WAN of the KMB said his company would review the arrangement of manpower allocation to strengthen the ability of handling emergency situations. Although there were delays in the frequency of Route No. 61M on 6 March and 25 April, the number of trips could meet the requirements eventually. Moreover, he went to the Interchange (Kowloon bound) in the morning to have observations on the service of Route No. 61M. He found that the buses departed from the Yau Oi (South) Terminus on time but there was still unstable frequency upon arrival at the Interchange. It was believed that the delay was mainly caused by the road works along the way.

68. The Chairman said the area of the Yan Oi Market was affected by road works. It took more than 10 minutes for vehicles to pass through the section. He requested the HyD to expediate the completion of the road works near the Yan Oi Market to reduce the impact on the frequency of buses.

69. Mr WU of the HyD said he would relay the comments to the colleagues in charge to follow up.

70. The Chairman requested the KMB to consider Members' comments.

(G) Request for Interchange Concessions on All MTR Buses
(TTC Paper No. 49/2019)

71. The first proposer of the paper said only some existing MTR bus routes provided free interchange concessions and citizens had requested all MTR bus routes to provide free interchange concessions. She requested the MTR to explain how to decide on the provision of free interchange concessions as far as mechanism was concerned and requested the MTR to implement the captioned request.

72. Ms LAM of the MTR said some existing MTR bus routes provided free interchange concessions. Before the merger of the two railway companies, the Kowloon-Canton Railway ("KCR") had the above arrangements. At present, MTR passengers who interchanged to the West Rail or the Light Rail at the specified bus stops would also be provided free interchange concessions. Moreover, passengers who used Nam Cheong Monthly Pass Extra and Hung Hom Monthly Pass Extra could take MTR buses for unlimited trips. As the above monthly pass users increased and the existing MTR buses provided free interchange concessions mainly to extend the arrangements before the merger with the KCR, she had relayed Members' comments to the department concerned of the MTR. The MTR would continue to pay attention to the market situations and review the concession arrangements in due course. The free interchange concessions provided by the MTR buses with the West Rail and the Light Rail would continue.

73. A Member said that there were no Route No. K53 and Route No. K58 during the era of the KCR so she queried about what the representative of the MTR said. She opined that the routing of the three groups of MTR buses that provided free interchange concessions were similar especially Route K53 and Route K58. Therefore, there were limited number of passengers who could be provided with real free interchange concessions. If passengers had no idea about the applications to the interchange concessions, they would be forced to pay fares twice. She requested the MTR to provide more flexible interchange concessions to benefit the passengers who did not buy monthly passes.

74. Ms LAM of the MTR said Route K53 and Route K58 were split from one circular route during the era of the KCR so there were interchange concessions. She continued to say that she noted Members' comments and would relay them to the

department concerned of the MTR.

75. The Chairman requested the MTR to consider Members' comments.

VI. Reporting Items

(A) Reports by Working Groups Progress Reports of Working Groups as at 30.06.2019

(TTC Paper No. 50/2019)

Working Group on Tuen Mun External Traffic

76. Members perused the paper.

77. 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

78. Members perused the paper.

79. 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. 51/2019)

80. Members perused the paper.

VII. Any Other Business and Date of Next Meeting

81. There being no other business, the meeting was closed at 12:13 p.m. The next meeting would be held at 9:30 a.m. on 6 September 2019 (Friday).

Tuen Mun District Council Secretariat

Date: 30 August 2019

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