

Minutes of the 2<sup>nd</sup> Meeting of  
the Traffic and Transport Committee (2018-2019)  
Tuen Mun District Council

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Date: 12 January 2018 (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.	End of meeting
Mr LEE Hung-sham, Lothar, BBS, MH	TMDC Vice-chairman	9:36 a.m.	End of meeting
Mr KWU Hon-keung	TMDC Member	9:34 a.m.	11:26 a.m.
Mr TO Sheck-yuen, MH	TMDC Member	9:34 a.m.	10:36 a.m.
Mr CHU Yiu-wah	TMDC Member	9:31 a.m.	End of meeting
Ms KONG Fung-yi	TMDC Member	9:31 a.m.	1:30 p.m.
Mr NG Koon-hung	TMDC Member	9:31 a.m.	11:08 a.m.
Mr CHAN Yau-hoi, BBS, MH, JP	TMDC Member	9:31 a.m.	9:54 a.m.
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.	End of meeting
Ms CHING Chi-hung	TMDC Member	9:31 a.m.	End of meeting
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	10:23 a.m.	End of meeting
Mr CHEUNG Hang-fai	TMDC Member	9:31 a.m.	End of meeting
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.	10:51 a.m.
Mr MO Shing-fung	TMDC Member	9:31 a.m.	End of meeting
Mr KAM Man-fung	TMDC Member	9:33 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	9:31 a.m.	End of meeting
Mr James CHAN	Co-opted Member	9:31 a.m.	End of meeting
Mr IP Pak-wing	Co-opted Member	9:31 a.m.	End of meeting
Mr TSANG Tak-lung, Sam (Secretary)	Executive Officer (District Council) 2, Tuen Mun District Office, Home Affairs Department		

By Invitation

Miss CHEUNG Kar-man	Senior School Development Officer (Tuen Mun)1, Education Bureau
Mr CHEUNG Cheuk-wai, Jeffrey	Senior Transport Officer/Bus/New Territories West, Transport Department
Mr LI Wang-fung, Gareth	Transport Officer/Tuen Mun 3, Transport Department
Mr TAM Kwok-leung	Senior Land Executive/Land Control (District Lands Office, Tuen Mun), Lands Department
Ms Annie LAM	Assistant Public Relations Manager - External Affairs, MTR Corporation Limited
Mr TANG Ching-kit	Senior Officer, Planning & Development, The Kowloon Motor Bus Company (1933) Limited
Mr LAI Ka-long	Senior Operations Support Officer, Long Win Bus Company Limited
Mr LEUNG Suen-wai	Manager (Department Two - Traffic), Citybus Limited

In Attendance

Mr MOK Ka-sing, Mark	Senior Transport Officer/Tuen Mun 1, Transport Department
Ms TSE Sau-ching, Cammy	Senior Transport Officer/Tuen Mun 2, Transport Department
Mr LAU Ka-kin, Marcus	Engineer/Tuen Mun Central, Transport Department
Ms CHING Hoi-ying	Engineer/Housing & Planning/New Territories West, Transport Department
Mr WONG Yui-wai, Rex	Engineer/Special Duties2, Transport Department
Ms CHAM Suet-ying, Cheryl	Engineer/15 (New Territories West), Civil Engineering and Development Department
Mr LIU Hing-wah	District Engineer/Tuen Mun, Highways Department
Mr WONG Lap-pun	Station Sergeant, District Traffic Team (Tuen Mun), Hong Kong Police Force
Mr TSZE Chi-ho	Assistant Manager (Operations), Long Win Bus Company Limited
Mr Kelvin YEUNG	Assistant Manager (Operations), The Kowloon Motor Bus Company (1933) Limited
Miss CHAN Hoi-ting, Gillian	Assistant District Officer (Tuen Mun)2, Home Affairs Department

**I. Opening Remarks**

1. The Chairman welcomed all present to the 2<sup>nd</sup> meeting of the Traffic and Transport Committee (“TTC”) (2018-2019).

2. The Chairman said Miss Flora MA, Senior Transport Officer/Tuen Mun 2, and Mr LI Chun-wah, Engineer/Special Duties 2, of the Transport Department (“TD”) had left their positions. On behalf of the TTC, he welcomed their successors, Ms Cammy TSE and Mr Rex WONG, and thanked Miss Flora MA for her cooperation with the TTC in the past. On the other hand, he condemned Mr LI Chun-wah, saying that his work performance had been poor.

3. The Chairman reminded Members that Members who were aware of their personal interests in any matters discussed at the meeting should declare the interests before the discussion. The Chairman would, in accordance with Order 39(12) of the Tuen Mun District Council (“TMDC”) Standing Orders, decide whether the Members who had declared interests might speak or vote on the matters, might remain at the meeting as observers, 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.

**III. Confirmation of Minutes of the 12<sup>th</sup> Meeting (2016-2017) and the 1<sup>st</sup> Meeting (2018-2019)**

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

**IV. Discussion Items**

**(A) Terms of Reference for TTC (2018-2019)**

**(TTC Paper No. 1/2018)**

6. Members perused the paper.

7. Members had no further comments. The Chairman asked Members to note the terms of reference.

**(B) Formation of Working Groups under TTC (2018-2019)**

**(TTC Paper No. 2/2018)**

8. The TTC endorsed the proposal in the paper, and a total of two standing

working groups, namely the Working Group on Tuen Mun External Traffic and the Working Group on Traffic Problems within Tuen Mun District, were formed for a term of office starting from the date of this meeting until 31 December 2019.

9. The Chairman invited Members to nominate candidates for convenors of the working groups.

10. Ms Catherine WONG nominated Mr LAM Chung-hoi as the Convenor of the Working Group on Tuen Mun External Traffic. The nomination was seconded by Mr SO Shiu-shing and Mr CHEUNG Hang-fai, and was accepted by Mr LAM Chung-hoi.

11. As there was no other nomination, the Chairman announced that Mr LAM Chung-hoi was elected ipso facto.

12. Then, Mr Lothar LEE nominated Mr CHAN Yau-hoi as the Convenor of the Working Group on Traffic Problems within Tuen Mun District. The nomination was seconded by Mr SO Shiu-shing and Ms CHING Chi-hung, and was accepted by Mr CHAN Yau-hoi.

13. As there was no other nomination, the Chairman announced that Mr CHAN Yau-hoi was elected ipso facto.

14. The Chairman further said the TTC of the previous term had formed the non-standing Working Group on Improvement to the Facilities of Chi Lok Bridge. He invited Members' discussion on whether there was a need to form this working group again.

15. Members made comments as follows:

- (i) A Member said the working group had been formed to strive for the retrofitting of escalators or lifts at Chi Lok Bridge to provide residents with convenient access between On Ting and Chi Lok. Yet, the hourly pedestrian flow in both directions on Chi Lok Bridge was below 3 000, failing to meet the policy requirement for the provision of escalators. As the working group could hardly strive for policy changes, she hoped an appointment to meet Secretary for Transport and Housing ("STH") or Commissioner for Transport ("C for T") could be made through the TTC, so that the demand could be expressed directly;

- (ii) A Member said there were many footbridges in Tuen Mun, each having its own problems and room for improvement; therefore, he suggested the ambit of the working group be widened to cover all footbridges in Tuen Mun; and
- (iii) A Member said that due to policy constraints, the working group was unable to strive for the retrofitting of escalators at Chi Lok Bridge, so it was not very meaningful to form the working group again. If Members wished to further follow up on the matter concerned or voice further views, they might consider raising and discussing it at the TTC or express them to the Transport and Housing Bureau (“THB”) directly.

16. The Chairman said the TTC and the working group had for many years been following up on the matter concerning the retrofitting of escalators at Chi Lok Bridge, but due to policy and technical constraints, it was believed that the chance of success was slim. Despite this, he understood that Members should voice the opinions of the public, so he was open-minded about whether to form this working group again.

17. Members made the second round of comments as follows:

- (i) A Member said Chi Lok Bridge was one of the major roads in Tuen Mun South East, so Members should keep on striving for the retrofitting of escalators despite the slim chance of success. Moreover, she agreed that the ambit of the working group be widened to cover all footbridges in Tuen Mun, and once again requested that an appointment be made in the name of the TTC to meet STH or C for T;
- (ii) A Member noted that many footbridges in Kowloon were fit with both lifts and escalators, so for the sake of fairness, the Government should enhance the facilities of footbridges in Tuen Mun;
- (iii) A Member said the Light Rail Pui To stop had an elevated design and was connected to the ground by staircases only. While an escalator was provided for public use at a neighbouring private property, the escalator was far from convenient as it was very small and could accommodate only one wheelchair. Therefore, he agreed that the ambit of the working group be widened to strive for improvement to the facilities of other bridges in Tuen Mun; and

- (iv) A Member said it was necessary for the council to explore how to seek overall improvement to footbridge facilities in the district as the population of Tuen Mun kept growing.

18. The Chairman said Members unanimously agreed that a non-standing working group be formed to explore improvements to footbridge facilities in Tuen Mun. In this regard, he suggested the working group be named the Working Group on Improvement to Footbridge Facilities in Tuen Mun District with its term of office starting from the date of this meeting until 11 September 2018. The Chairman invited Members to nominate candidates for convenor of this working group.

19. Mr Lothar LEE nominated Mr YIP Man-pan as the Convenor of the above non-standing working group. The nomination was seconded by Mr TO Shek-yuen and accepted by Mr YIP Man-pan.

20. As there was no other nomination, the Chairman announced that Mr YIP Man-pan was elected ipso facto.

21. Members made the third round of comments as follows:

- (i) A Member said that while agreeing to the formation of the Working Group on Improvement to Footbridge Facilities in Tuen Mun District, she did not agree that the original Working Group on Improvement to the Facilities of Chi Lok Bridge be dissolved. And again, she requested an appointment to meet with STH or C for T to express the demand for the retrofitting of escalators at Chi Lok Bridge;
- (ii) A Member said Chi Lok Bridge was already within the ambit of the Working Group on Improvement to Footbridge Facilities in Tuen Mun District, and discussion on whether it was necessary to make an appointment to meet STH or C for T should be deferred to the meetings of the working group; and
- (iii) A Member said the Working Group on Improvement to the Facilities of Chi Lok Bridge had successfully strived for the queue markings painted on the ground at Chi Lok Bridge, but the facilities of Chi Lok Bridge were still unsatisfactory, so he agreed that the Working Group on Improvement to Footbridge Facilities in Tuen Mun District be formed for further discussion on how to improve the facilities of Chi Lok Bridge. Besides, he opined that

## Action

the working group should make an appointment to meet C for T.

22. The Chairman said proposals for improvements to Chi Lok Bridge could be further followed up by the newly-formed non-standing working group. He asked the Secretariat to write to all Members after the meeting inviting them to join the above working groups. Besides, he urged Members to actively participate in and punctually attend the meetings of the working groups. Secretariat

[Post-meeting note: The Secretariat wrote to all Members on 12 January this year inviting them to join the above two standing working groups and one non-standing working group.]

### **(C) Bus Route Planning Programme 2018-2019 for Tuen Mun District** **(TTC Paper No. 3/2018)**

23. The Chairman welcomed Mr Jeffrey CHEUNG, Senior Transport Officer/Bus/New Territories West of the TD, Mr TANG Ching-kit, Senior Officer, Planning & Development, of The Kowloon Motor Bus Company (1933) Limited (“KMB”), Mr LAI Ka-long, Senior Operations Support Officer of Long Win Bus Company Limited (“LWB”), and Mr LEUNG Suen-wai, Manager (Department Two - Traffic) of Citybus Limited (“Citybus”), to the meeting.

24. The Chairman said he suggested that by reference to the arrangements in the preceding year, a special meeting be convened for in-depth discussion on the paper. As there were numerous proposals in the paper, he suggested the special meeting be held at 9:30 a.m. on 9 February this year so that Members could discuss them as soon as possible. The Chairman asked the Secretariat to make arrangements.

25. The Chairman further said this agenda item was correlated with TTC Paper No. 5/2018, namely Strong Request for Strengthening of Transport Services in Vicinity of Bloomsway, NAPA, Tsing Ying Road and So Kwun Wat Road, and TTC Paper No. 7/2018, namely Request for Strengthening of Service of KMB Route No. 252X, so he suggested they be discussed together at the special meeting.

26. The proposers of the above two papers agreed to the arrangements.

27. The Chairman asked the Secretariat help arrange the special meeting. Secretariat

### **(D) Strong Request for Improvement to Road Network of So Kwun Wat**

**(TTC Paper No. 4/2018)**

28. The first proposer of the paper said it was proposed in the paper that a slip road be built to connect Tsing Ying Road with Tuen Mun Road and a slip road of about 120 metres leading to Castle Peak Road be built at the end of Mrs Cheng Yam On Millennium School. In fact, a number of applications for changes of the use of land along Castle Peak Road had been received from 2014 to 2018, in respect of which approval had been granted for the conversion of 14 sites with a total area of 19.36 hectares to residential use, which was expected to add 9 000 new households to the area. In view of this, she had written to the TD for many times in recent years requesting improvements to public transport services in the So Kwun Wat area, but the department had not yet made any transport demand assessment in the light of the future population growth in the area. Currently, Castle Peak Road was often congested and road construction was time-consuming, so she hoped the department would make preparations as early as possible to answer the transport demand of residents in the area.

29. The Chairman said that in view of the persistent congestion on Castle Peak Road, the department should consider widening Castle Peak Road and providing more traffic facilities along it. Besides, he did not agree to bus routes in Tuen Mun passing Sham Tseng, which would not only add 15 to minutes to journey times but also make it difficult for the TMDC to offer ideas for improvements to the services on its own. He would like the TD representatives present at the meeting to give the senior management of the department a true picture of traffic conditions on Castle Peak Road, and hoped the department would make improvements as soon as possible.

30. Members made comments and enquiries as follows:

- (i) A Member said judicial proceedings on the proposed widening works to Castle Peak Road were still underway. He asked the relevant departments to report on the current progress. Moreover, he suggested a vehicular bridge be built to connect Tsing Ying Road Roundabout with Harrow International School Hong Kong (“Harrow HK”) or The Bloomsway;
- (ii) A Member said she had written to the TD for many times requesting it to improve public transport services in the So Kwun Wat area, but the department had merely responded using general words such as “pay close attention”. She therefore urged the department to provide specific transport demand assessments and solutions in view of the future population growth in



the area. In addition, she hoped the department could be empathetic and active in improving transport services for residents;

- (iii) A Member said that as development projects were carried out successively along Castle Peak Road, and Harrow HK and Chu Hai College had come into operation one after the other, the road section was heavily congested in rush hours every morning. The Member suggested the relevant departments consider building a slip road near Harrow HK leading to Tuen Mun Road in a bid to ease the situation;
- (iv) A Member said the council had proposed building a slip road to connect So Kwun Wat Road with Tuen Mun Road more than 10 years before, and the department had then said the proposal could be considered only after the completion of the widening works to Tuen Mun Road. The Tuen Mun Road widening works had been complete for many years, and traffic conditions on Castle Peak Road were getting worse and worse as new development projects were carried out one after another along the road, but the TD had not made any preparations to improve traffic conditions in the area. Therefore, she urged the department to reconsider building a slip road to connect So Kwun Wat Road with Tuen Mun Road;
- (v) A Member said resident population between So Kwun Wat and Tai Lam had been projected to be only 160 000 in the 1990s, but currently, new housing estates were completed one after another in the area, whereas the widening works to Castle Peak Road were only half complete with judicial review on the remaining works still in progress. As there would still be new development projects in the area, he requested the relevant departments to actively explore ways to divert traffic on Castle Peak Road in the future, such as the feasibility of building a slip road leading to Tuen Mun Road; and
- (vi) A Member said that given the rapid development of Tuen Mun East in recent years, it was necessary for the department to enhance the overall traffic facilities in the area by, for example, increasing bus services and building a slip road leading to Tuen Mun Road, and for the longer future, consideration should be given to the construction of a railway between Tuen Mun and Tsuen Wan. Moreover, bus companies had adequate bus resources as evidenced by the fact that they were planning to launch bus services with guaranteed seats (commonly known as “premium bus services”). She

therefore requested the TD and bus companies to improve transport services in the area of Tuen Mun East to dovetail with the future widening works to Castle Peak Road.

31. The Chairman said the TD was responsible not only for bus route planning, but also for making road development plans that served to improve road networks in Tuen Mun. The Chairman also requested the TD representatives present at the meeting to relay Members' views to C for T. Besides, he was of the view that residents might not be able to benefit from premium bus services as their fares were too high and the services would pose competition to residential coach services.

32. The first proposer of the paper said the TD had noted Members' views many years before but made no improvements at all so far. She requested the department to give an account of how population growth in the So Kwun Wat area would affect traffic flow and burden on Castle Peak Road. She suggested further discussion on this matter.

33. Mr Rex WONG of the TD said that when making preparations for the Castle Peak Road widening works, the Highways Department ("HyD") had studied the feasibility of building a slip road to connect Tsing Ying Road or So Kwun Wat Road with Tuen Mun Road. The construction cost was expected to be very high, because the construction of the slip road would entail large-scale land formation and structural works and the area concerned involved green belts. Moreover, the construction of the slip road would not only do little to reduce traffic flow on Castle Peak Road - Castle Bay, but instead attract more vehicles to take the slip road to Tuen Mun Road, and burden on Castle Peak Road would become even heavier in that case. In fact, So Kwun Wat Road was a dual two-lane carriageway that had adequate capacity to cope with the development-driven growth of vehicular traffic flow in the area of So Kwun Wat. Thus, having taken into account cost-effectiveness and the urgency of works, the TD had reservations about the construction of the slip road.

34. The Chairman said the Government should actively consider implementing traffic measures to benefit residents, and given the current massive financial surplus of the Government, the department should not take project costs as the primary consideration. He was dissatisfied with the TD's response and suggested the TTC write to the Office of the Chief Executive ("CE's Office") enquiring whether the

Government took cost-effectiveness as the sole consideration in implementing measures that served to improve people's lives.

35. Members made comments as follows:

- (i) A Member said residents living on Castle Peak Road were taxpayers, so the Government was obligated to solve problems in their lives. Moreover, the Planning Department ("PlanD") had rezoned a number of green belt sites for residential use in recent years, so she believed that whether green sites could be rezoned for traffic use depended on the willingness of people. The TD provided no real data to support its argument that the slip road would attract more motorists to use Castle Peak Road. She requested the department to provide further information and suggested further discussion on this matter;
- (ii) A Member opined that the TD did not take a positive attitude. She requested the TD to improve traffic conditions in Tuen Mun East without delay, otherwise she would not agree to the Government's future proposals to change the use of land in Tuen Mun East; and
- (iii) A Member said he agreed that a letter be written to the CE's Office on this matter. Besides, as the department representatives present at the TTC meeting were not government policymakers, he suggested passing this matter to the Working Group on Development and Planning of Tuen Mun District for follow up and making an appointment to meet the secretary or the permanent secretary of the relevant policy bureau.

36. The Chairman said the TTC would write to the CE's Office on this matter, and decide how to follow it up after the authority gave a reply. Secretariat

[Post-meeting note: The letter was sent on 12 February this year.]

37. A Member requested the HyD to report on the progress of the judicial review on the Castle Peak Road widening works.

38. Mr LIU Hing-wah of the HyD said a ruling on the case was still awaited, and if there were any updates, the department would report to the TTC about them. Also, the HyD had nothing to add about the long-term development and plans for the So Kwun Wat area.

39. A Member was dissatisfied with the HyD's response, opining that all representatives present should make good preparations before a meeting, and if department representatives were unable to give immediate responses to Members' enquiries, they should provide information after the meeting instead of merely giving general responses at the meeting.

40. The Chairman said the TTC would also write to the HyD enquiring about the progress of the judicial review. Secretariat

[Post-meeting note: The letter was sent on 12 February this year. And the HyD indicated that regarding the application made by members of the public in September 2015 for judicial review on the Castle Peak Road widening works, a hearing had been held on 30 November 2017 and the court's ruling was awaited. As judicial proceedings were still in progress, the HyD had nothing to add about the matter at the moment, and, the department would report to the council about further news, if there was any.]

**(E) Strong Request for Strengthening of Transport Services in Vicinity of Bloomsway, NAPA, Tsing Ying Road and So Kwun Wat Road**

**(TTC Paper No. 5/2018)**

**(Written Response of TD)**

41. The Chairman said the TD had provided a written response before the meeting and referred Members to Paper No. 1 distributed at the meeting. He further said this matter would be deferred to the special meeting to be held on 9 February and discussed together with the Bus Route Planning Programme 2018-2019.

**(F) Strong Request for Carrying Out Arrangements in Respect of Full Implementation of Harrow HK's "Mandatory School Busing for Students"**

**(TTC Paper No. 6/2018)**

**(Written Response of Harrow HK)**

42. The Chairman said Harrow HK had provided a written response before the meeting and the Secretariat had distributed it to all Members on 10 January. The Chairman then welcomed Miss CHEUNG Kar-man, Senior School Development Officer (Tuen Mun)<sup>1</sup> of the Education Bureau ("EDB"), to the meeting.

43. The first proposer of the paper said traffic conditions on Castle Peak Road

had become extremely poor in rush hours every morning since the founding of Harrow HK in 2012. The school had responded actively to the problem in 2016 and 2017 by introducing a school bus transfer scheme and then making it a requirement that all new students should take school buses. But according to her on-site observation from September 2017 to early January 2018, traffic conditions on Castle Peak Road were still unsatisfactory. Moreover, the TD demanded the full implementation of the “mandatory school busing” policy by international schools in Southern District and Sha Tin, under which all students in the schools were required to take school buses; but it had not requested Harrow HK to put the same arrangements into practice. As the service agreement between the EDB and the school would expire in 2020, she urged that when a new agreement was signed the EDB and the TD should request the school to implement in full the school busing policy with a view to easing traffic congestion on Castle Peak Road.

44. Mr Rex WONG of the TD said the department considered the proposal advisable and would discuss it with the EDB and the school.

45. Miss CHEUNG Kar-man of the EDB said the bureau would actively consider introducing relevant terms when drawing up a new service agreement.

[Post-meeting note: Miss CHEUNG Kar-man of the EDB corrected herself and said that regarding the proposal to introduce the requirement of mandatory use of school buses by students upon the renewal of the service contract between the bureau and Harrow HK, the bureau would review the arrangements and consider formulating appropriate and practicable terms for improvement to traffic conditions. The EDB and relevant departments would maintain communication with Harrow HK in respect of traffic conditions around the school. It would also pay attention to the implementation of its traffic measures and their effectiveness and offer advice when necessary.]

46. Mr WONG Lap-pun of Hong Kong Police Force (“HKPF”) said the police would step up patrol on relevant road sections in morning rush hours.

47. The Chairman would like the relevant departments to consider Members’ views.

**(G) Request for Strengthening of Service of KMB Route No. 252X**  
**(TTC Paper No. 7/2018)**

**(Written Response of KMB)**

48. The Chairman said KMB had provided a written response before the meeting and the Secretariat had distributed it to all Members on 10 January. He further said this matter would be deferred to the special meeting to be held on 9 February and discussed together with the Bus Route Planning Programme 2018-2019.

**(H) Request for Provision of Taxi Stand near Lung Yat Estate  
(TTC Paper No. 8/2018)**

49. The first proposer of the paper said there were only three hourly parking spaces in Lung Yat Estate, and double yellow lines are in place everywhere outside the estate, making it impossible for taxis to pick up and drop off passengers at the estate. As a result, residents had to walk to the taxi stand at the Lung Mun Oasis transport interchange to wait for a taxi; however, there were few taxis at the interchange as most taxis waited for passengers on D4 Road only, and it meant that residents in Lung Yat Estate had to walk to Glorious Garden for a taxi. But after a site visit, the TD considered that there was nowhere suitable to set up a taxi stand in Lung Yat Estate, so she requested a site visit with the TD to explore whether it was possible to move some motorcycle parking spaces in the estate.

50. A Member suggested setting up a taxi stand at the roundabout next to Lung Yat Estate.

51. Ms CHING Hoi-ying of the TD said there was an emergency vehicular access near the roundabout and it was thus not appropriate to set up a taxi stand there. The department would conduct a site visit with the TMDC Member of the constituency concerned.

52. The Chairman would like the TD to arrange the site visit.

TD

**(I) Request for Extending Services of Bus Routes No. 960 and 961 to Causeway Bay and Strengthening Peak-hour Services**

**(TTC Paper No. 9/2018)**

**(Written Response of TD)**

**(Written Response of KMB)**

53. The Chairman said the TD had provided a written response before the meeting and referred Members to Paper No. 2 distributed at the meeting. Besides, KMB had also provided a written response before the meeting and the Secretariat had distributed it to all Members on 10 January.

54. The first proposer of the paper said Citybus Route No. 962 series, which operated to Causeway Bay, were available in some places in Tuen Mun; however, in Tuen Mun North West, there were only KMB Routes No. 960 and 961 providing services to Wan Chai for a fare higher than that of Route No. 962 series. Besides, direct bus services operating to and from Island East were available in Tai Po, North District, Yuen Long and Kwai Tsing, but residents in Tuen Mun North West had to take Route No. 960 or 961 and then change to Route No. 968 to go to Causeway Bay, which was very inconvenient. Therefore, he hoped the above two routes could be extended beyond their termini to Causeway Bay. Yet, the TD had persistently rejected the proposal on the grounds that traffic was very busy in Causeway Bay and there was not enough space for buses of the above routes to be parked at Moreton Terrace. He hoped the department could reconsider this proposal to provide more convenient public transport services for residents.

55. Members made comments as follows:

- (i) A Member said the population of Tuen Mun was expanding and many residents needed to commute to Hong Kong Island. The Member therefore reckoned that the department should extend either Route No. 960 or 961 beyond its terminus to Causeway Bay, so that residents in Tuen Mun North West could save the time of changing vehicles;
- (ii) A Member requested the TD and KMB to provide data on passengers' changes from Route No. 960 or 961 to Route No. 968 and adjust the services concerned in the light of actual circumstances. Besides, she had carried out a survey to gauge the opinions of residents in the Leung Tin area on the proposal. Most of the respondents expressed support but worried that return buses would already be full in Causeway Bay, making it difficult for passengers to board in the area of Wan Chai. KMB said in its response that the proposal was advisable, so it should implement the proposal as soon as possible;
- (iii) A Member said that at the early stage after Routes No. 960 and 961 had come into service, she had already requested the extension of these two routes beyond their termini to Causeway Bay. Moreover, she pointed out that Route No. 962 operated to Causeway Bay for a fare of \$18.8 only, whereas Route No. 960 operated to Wan Chai for a higher fare (\$20.8) despite its shorter distance, and passengers of Route No. 960 who wished to

go to Causeway Bay had to change to Route No. 968. She had conducted research at the bus stop at Hong Kong-Macau Ferry Terminal in Sheung Wan and found that most passengers on Route No. 960 or 961 had to change to other buses or the MTR for Causeway Bay, North Point or Shau Kei Wan. As direct bus services to and from Causeway Bay were available in other districts, she requested the TD to treat all equally by implementing the extension of Route No. 960 or 961 beyond its terminus to Causeway Bay and increasing the service frequency of Route No. 960. In addition, the local community welcomed the Route No. 960 recreation service provided by KMB during Christmas and hoped KMB could make it a regular service;

- (iv) A Member said Causeway Bay, a city centre of Hong Kong, housed many government facilities such as Central Library and hosted a number of large-scale industrial and commercial events such as the Hong Kong Brands and Products Expo, so the department should consider the transport needs of Tuen Mun residents and make appropriate adjustments to bus routes. If there was not enough space at Moreton Terrace Bus Terminus, the department might consider extending the routes to the area of Tin Hau. The Member hoped the TD could accept the proposal;
- (v) A Member said that when the TTC had discussed this matter earlier, Members had suggested the department consider extending these two routes to Causeway Bay or North Point for the convenience of Tuen Mun residents who commuted to Hong Kong Island. He requested the TD to actively consider the proposal. If the department decided not to carry out the proposal, it must provide justifications in detail;
- (vi) A Member noted that as Route No. 960 had higher patronage, the department might consider extending Route No. 961 beyond its terminus to Causeway Bay or Tin Hau. Yet, she worried that after the extension of the route, passengers would find it difficult to board in the areas of Wan Chai and Central for return trips;
- (vii) A Member said most passengers on Route No. 960 or 961 had already alighted at the Fleming Road stop and only a few of them travelled to the terminus. Besides, the department recommended Tuen Mun residents to take Route No. 968 and then change to Route No. 960 or 961 on their return trips, but the fare of Route No. 968 was higher than that of Route No. 960 or



961, so residents had to pay a higher fare for this, and the department's recommendation was thus not advisable. As KMB was in favour of the captioned proposal, the TD should consider giving KMB the green light to operate the route on a trial basis;

- (viii) A Member said that if Tuen Mun residents took Route No. 968 in Causeway Bay for return trips and change buses at an en route stop, bus resources might not be used in an effective way and residents in Yuen Long might find it difficult to board. Besides, he suggested KMB extend Route No. 961 beyond its terminus to Causeway Bay or King's Road;
- (ix) A Member reckoned it seemed that bus companies had divided Hong Kong into different regions for separate and non-interfering operation, but the TD was not inclined to break the hidden rule among bus companies. He hoped the TD and bus companies could take an open-market-oriented attitude, otherwise the overall development of transport networks would be impaired; and
- (x) A Member said Tuen Mun residents had strong demand for bus services to and from Island East. She was dissatisfied with the TD's long delay in implementing the extension of Route No. 960 or 961 beyond its terminus to Causeway Bay. And she would consider lodging a complaint to The Ombudsman. If KMB was not inclined to carry out the proposal, the TD should launch an open tender exercise to invite other companies to operate the route concerned. In addition, she requested the TD to carry out a comprehensive review of all bus routes in Tuen Mun.

56. The Chairman agreed that Route No. 960 or 961 be extended beyond its terminus to Causeway Bay and believed the proposal could be complementary to the services of the existing Route No. 962 series.

57. The first proposer of the paper said inter-company bus-bus interchange concessions were not yet put in place and each bus company was a stakeholder in individual regions, so the TD should play an intermediary role, actively striving for more fare discounts for residents. Furthermore, most passengers on Route No. 960 or 961 had to change to other means of transport for other districts in Hong Kong Island, so he requested the department to extend either of the routes beyond its

terminus and suggested passing this matter to the Working Group on Tuen Mun External Traffic for follow up.

58. Mr Kelvin YEUNG of KMB said the bus company was open-minded about the extension of Route No. 960 or 961 beyond its terminus to Causeway Bay and it would conduct a study with the TD. If the proposal could be put into practice, KMB would increase service frequency in accordance with actual patronage. Furthermore, KMB would review data on the Christmas patronage of the Route No. 960 recreation service and, if necessary, KMB would explore with the TD the feasibility of making it a regular service.

59. Mr Jeffrey CHEUNG of the TD said that when planning bus routes, the department needed a holistic review of whether demand was met by the existing services from the viewpoint of route networks. The discount for changes between Route No. 960 or 961 and Route No. 968 was already available to residents in Tuen Mun North and Tuen Mun Central travelling to and from Causeway Bay. Yet, the department had noted Members' proposal to extend Route No. 960 or 961 beyond its terminus to Causeway Bay, and it would review service arrangements with bus companies when necessary.

60. The Chairman said the matter would be passed to the Working Group on Tuen Mun External Traffic for follow up.

Working  
Group on  
Tuen Mun  
External  
Traffic

**(J) Request KMB to Provide More Monthly Pass Concessions**  
**(TTC Paper No. 10/2018)**  
**(Written Response of KMB)**

61. The first proposer of the paper said the monthly pass scheme to be launched shortly by KMB would only benefit residents who travelled to and from Hong Kong Island frequently. Therefore, she suggested KMB offer different types of monthly passes. Besides, she asked whether the cost of purchasing the KMB monthly pass was covered by the government-launched non-means-tested Public Transport Fare Subsidy Scheme.

62. A Member said the KMB monthly pass was priced at \$780 whereas the cost of transport between Tuen Mun and Hong Kong Island was above \$40 on average. If calculated on the basis of 22 round trips per month, passengers using the monthly pass could save only several dollars each day, showing that the discount was barely

better than none. She suggested KMB consider launching three separate monthly pass schemes for New Territories, Kowloon and Hong Kong Island and lowering fares to benefit more residents.

63. Mr TANG Ching-kit of KMB responded that the monthly pass scheme of KMB was aimed to offer more fare concessions to passengers, but the official launch date was still to be confirmed. After the official launch of the monthly pass scheme, KMB would gather opinions from the public and review it.

64. Mr Jeffrey CHEUNG of the TD said the department always encouraged bus companies to offer different concessions to passengers. Further announcements would be made if there was any further news.

65. The first proposer of the paper asked the TD whether expenses on the monthly pass would be covered by the non-means-tested Public Transport Fare Subsidy Scheme.

[Post-meeting note: The TD said that as franchised buses were covered by the government-proposed Public Transport Fare Subsidy Scheme, the expenses incurred by the public on the monthly pass offered by KMB would be taken into account in the calculation of monthly public transport expenses.]

66. Mr Jeffrey CHEUNG of the TD said the department was still discussing the relevant details with the bus company, and further information would be announced after a plan was confirmed.

67. In addition, Mr Mark MOK of the TD said the department was not clear about the details of the non-means-tested Public Transport Fare Subsidy Scheme at the moment. He would provide the relevant information for Members later.

68. The Chairman would like the TD and the bus company to consider Members' views.

**(K) Request for Solving Problem of Traffic Congestion on Wong Chu Road  
(TTC Paper No. 11/2018)**

69. The first proposer of the paper said that as a transport lifeline in Tuen Mun, Wong Chu Road was frequently used by residents in the South East area, the Tuen Mun Pier area and the Lung Mun Road area. However, Wong Chu Road was often

congested for various reasons; for example, it had been closed earlier due to flooding and congested due to a traffic accident on the day of this meeting. A resident had even said that it had taken 15 minutes to travel from Oceania Heights to Tuen Mun Road via Wong Chu Road on the morning of that day. Besides, the Government planned to develop public housing in different places (including Areas 16, 17 and 28) in Tuen Mun, and the external transport of all these places relied on Wong Chu Road, so it was believed that traffic load on Wong Chu Road would become increasingly heavy. Since Wong Chu Road was closely related to traffic congestion on Tuen Mun Road, he suggested the Government consider building a slip road leading from the district to Tuen Mun Road in a bid to ease the current traffic conditions on Wong Chu Road.

70. Ms CHING Hoi-ying of the TD said that according to the department's statistics, traffic volume on Wong Chu Road had constantly remained at about 50 000 vehicles per day on average from 2006 to recent years; while there had been some 52 000 to 53 000 vehicles per day on average from 2013 to 2015, the number had dropped to about 50 000 per day on average in 2016, so there had been no material changes in the overall traffic volume. Moreover, a transport study of the department indicated that even after Tuen Mun - Chek Lap Kok Link ("TM-CLKL") was commissioned and the housing of some projects in Tuen Mun Central was occupied by residents, transport demand on major roads in Tuen Mun (including Wong Chu Road) could remain at acceptable levels up till 2026. The TD would closely monitor traffic demand on road networks in Tuen Mun and changes in their traffic conditions and, when appropriate, draw up corresponding traffic measures such as widening of road junctions and changes to traffic signal control. Furthermore, Tuen Mun would see successive completion of public or private housing in the coming few years. According to planning requirements, the project proponents would conduct thorough traffic impact assessments and make appropriate plans for the required road facilities in order to cope with transport demand on road networks. The TD would continue to offer advice on traffic impact assessments and the required road facilities. On long-term planning, the HyD had started the investigation study on the latest alignment option of Tuen Mun Western Bypass ("TMWB") and sought funding approval from the Legislative Council for the feasibility study on Route 11, with a view to enhancing transport networks in New Territories North West.

71. Ms Cheryl CHAM of the Civil Engineering and Development Department said that a preliminary assessment on the traffic and transport implications

(including major roads in Tuen Mun (Wong Chu Road and its link roads)) of the proposed public housing had been carried out in the Preliminary Development Review for Housing Sites at Tuen Mun Central, and results showed that its traffic conditions would remain at acceptable levels.

72. Members made comments and enquiries as follows:

- (i) A Member refused to believe that traffic volume on Wong Chu Road was manageable by its traffic capacity up till 2026 and, if it was manageable, there would be no need for the Government to plan TMWB in addition to TM-CLKL for diversion. As TMWB was still under study, she urged the department to consider building other roads to connect Tuen Mun South West or Area 18 with Tuen Mun Road as soon as possible, lest traffic in the whole district would be paralysed when Wong Chu Road or Lung Mun Road was closed due to incidents;
- (ii) A Member said the average daily traffic volume mentioned by the TD failed to reflect the reality and Wong Chu Road was heavily congested during peak hours every day. He requested the department to provide data on peak-hour traffic volume. As the current volume to capacity (“v/c”) ratio of Wong Chu Road reached 1.3, he raised doubt about the TD’s argument that traffic volume on Wong Chu Road was manageable by its traffic capacity up till 2026. Moreover, public housing would be built in Tuen Mun South for, according to the Housing Department, occupation by nearly 6 000 new households in 2023 at the earliest, but the relevant departments had not yet started the planning for traffic and transport facilities in Tuen Mun. Therefore, on two previous occasions, he had opposed the Planning Department’s (“PlanD”) proposals to change land use for housing development. In addition, he requested the relevant department to provide the planning timetables for TMWB and Route 11;
- (iii) A Member said the paper had requested the relevant department to provide data, but the department had provided no written response before the meeting. He requested that after the meeting, the department provide data on peak-hour traffic volume on Wong Chu Road and the additional traffic volume to be brought to Wong Chu Road after the commissioning of TM-CLKL. Moreover, the Government had estimated that Tseung Kwan O Tunnel was adequate to cope with transport demand in that area, but it turned out that the tunnel was congested every morning, so he found the argument

that traffic volume on Wong Chu Road was manageable by its traffic capacity up till 2026 unconvincing. He suggested the Government allocate resources to build roads to improve traffic instead of tinkering with the existing road networks. He further said department representatives should provide response papers as early as possible instead of distributing them at the meeting, lest Members would not have enough time to peruse the papers;

- (iv) A Member suggested a slip road be built to connect Lung Fu Road with Tuen Mun Road to divert traffic in the Tuen Mun Pier area;
- (v) A Member said the TD should plan road networks in Tuen Mun as soon as possible, and suggested other roads leading to Tuen Mun Road be built to provide an alternative for motorists in the district, so as to ease congestion on Wong Chu Road. He requested the relevant department to provide a preliminary design plan;
- (vi) A Member said it was unacceptable that delays kept occurring in a number of major traffic and transport projects in Tuen Mun such as TM-CLKL and the south extension line of the West Rail, leading to, for example, increasingly severe congestion on Wong Chu Road. Opining that the Government was not active in tackling traffic problems in Tuen Mun, he called for Members from different parties to unite to pursue their requests on strong grounds; and
- (vii) A Member said that as advisory bodies to the Government, district councils had to offer views on matters relating to the lives of people in districts, but government departments tended to be indifferent to the views of district councils and did not take a positive attitude when handling matters. Therefore, he might consider expressing demands in a stronger way to strive for the implementation of measures that could improve peoples' lives.

73. The Chairman said that as Tuen Mun would see a number of plans for housing development in the future, Wong Chu Road was expected to be heavily congested by 2026 and the Government should make early preparations. Moreover, he urged departments to respond actively to the views of the council and hoped Members would continue to promote the well-being of residents through peaceful and rational means. In addition, he requested all representatives in attendance to provide written responses before meetings and avoid distributing response papers at meetings as far as possible.

74. The first proposer of the paper requested the relevant departments to give responses as to (i) whether consideration would be given to the construction of a slip road; (ii) why flooding occurred on Wong Chu Road; and (iii) to provide data on peak-hour traffic volume on Wong Chu Road. Furthermore, he suggested passing this matter to the Working Group on Traffic Problems within Tuen Mun District for follow up.

75. Mr LIU Hing-wah of the HyD said flooding had occurred earlier because drains on Wong Chu Road had been blocked by large amounts of leaves after a typhoon and could not be cleared in a timely manner. The HyD had taken prompt action after the incident and included the location among the black spots of flooding, and would step up patrol in the future. Besides, the department would examine the conditions of the structures of drains on that road section in the near future with a view to solving the flooding problem completely.

76. Ms CHING Hoi-ying of the TD said traffic volume on Wong Chu Road had remained at the level of some 50 000 vehicles per day on average from 2006 to recent years. A traffic study of the department showed that transport demand on Wong Chu Road could remain at acceptable levels up till 2026, so the department had no plan to build other roads in Tuen Mun leading to Tuen Mun Road. Yet, the department had noted Members' views.

77. A Member requested the TD to provide supplementary information about the estimated future traffic volume on Wong Chu Road after the meeting. Besides, the Member suggested this matter be further discussed and, if no progress was made after further discussion, the TTC consider making an appointment to meet more senior officials of the TD to raise problems on major roads in Tuen Mun with them.

78. A Member requested the TD to provide the following information: (i) peak-hour traffic volume on Wong Chu Road; (ii) the traffic capacity of Wong Chu Road; (iii) the level of v/c ratio up to which the department would make improvements under guidelines; and (iv) the year when the guidelines were laid down.

79. Ms CHING Hoi-ying of the TD said she would provide the relevant supplementary information after the meeting.

## Action

[Post-meeting note: The TD provided the relevant supplementary information for the Secretariat on 12 February this year.]

80. The Chairman said this matter would be passed to the Working Group on Traffic Problems within Tuen Mun District for follow up.

Working  
Group on  
Traffic  
Problems  
within Tuen  
Mun District

81. A Member noted that the TTC would further discuss the agenda item “Strong Request for Improvement to Road Network of So Kwun Wat”, which had been discussed earlier at this meeting, and the matter being discussed was also related to major road infrastructure in Tuen Mun. Therefore, the Member suggested the matter be further discussed by the TTC.

82. The Chairman clarified that the TTC would write to the CE’s Office in respect of the agenda item “Strong Request for Improvement to Road Network of So Kwun Wat”, but it had not yet decided to further discuss this agenda item. He asked Members to follow up on this matter at the meetings of the relevant working group.

Secretariat

### **(L) Request for Reviewing MTR Monthly Pass and New Policy Concessions** **(TTC Paper No. 12/2018)**

83. The Chairman welcomed Ms Annie LAM, Assistant Public Relations Manager - External Affairs of the MTR Corporation Limited (“MTRCL”), to the meeting.

84. The first proposer of the paper said passengers who purchased both the Tuen Mun-Nam Cheong and Nam Cheong-Tung Chung monthly passes were much inconvenienced because the monthly passes had to be encoded on two separate Octopus cards. However, the monthly passes for the East Rail Line (“ERL”) and West Rail Line (“WRL”) could be encoded on the same Octopus card. Besides, the Government would launch the non-means-tested Public Transport Fare Subsidy Scheme very soon, and he figured that the Government would calculate subsidy amounts on an Octopus card basis. He worried that if the monthly passes for the WRL and Tung Chung Line (“TCL”) could not be encoded in the same Octopus card, the users concerned would be unable to benefit from the above subsidy scheme.



85. The Chairman agreed that if a passenger had to use two separate Octopus cards to purchase the monthly passes for different lines, the passenger might not be able to enjoy the subsidies to be introduced later by the Government, and such an arrangement was unfair to the passenger concerned.

86. Ms Annie LAM of MTRCL said MRTCL would consider launching different fare concession schemes in response to market conditions. Currently MRTCL had a total of five types of monthly pass, which were Tuen Mun-Hung Hom, Tuen Mun-Nam Cheong, Sheung Shui-Hung Hom, Tung Chung-Nam Cheong, and Tung Chung-Hong Kong Monthly Passes respectively. Currently, due to technical limitations, an Octopus card and an Octopus product could be encoded with only two types of monthly pass at most, which were the WRL and ERL monthly passes only. Moreover, as the vast majority of passengers purchased only one type of monthly pass whereas passengers who purchased two types of monthly pass made up a very small proportion, so MRTCL had no plan to change the monthly pass purchase and Octopus encoding arrangements at the moment. Yet, MRTCL noted the views concerned and would pass them to the relevant divisions for due consideration.

87. The Chairman asked MRTCL whether expenses on two Octopus cards would be combined for calculation under the non-means-tested Public Transport Fare Subsidy Scheme.

88. Ms Annie LAM of MTRCL reiterated that as only very few passengers purchased two monthly passes, MRTCL had no plan to change the monthly pass encoding arrangements at the moment.

89. The first proposer of the paper said the monthly passes for the WRL and TCL could not be encoded on the same Octopus card whereas the monthly passes for the ERL and WRL could, showing that there were no technical difficulties. Moreover, even though only a handful of passengers purchased two monthly passes, MRTCL should provide convenient services for residents wherever possible.

90. A Member said Octopus Cards Limited was a subsidiary of MRTCL and Octopus-related technologies were very well developed, so he believed it was not difficult for MRTCL to change the monthly pass encoding arrangements. Besides, if passengers had to use separate Octopus cards to purchase the WRL and TCL monthly passes, they would not be able to benefit from the Government's fare

subsidy scheme in the future. Therefore, he hoped MRTCL could put the captioned proposal into practice.

91. The Chairman concluded by saying that Octopus encoding arrangements merely involved changes in computer programs, so he hoped MRTCL could actively consider the views concerned. Besides, the TTC would write to the THB enquiring whether fare expenses in two Octopus cards would be combined for calculation under the non-means-tested Public Transport Fare Subsidy Scheme. Secretariat

[Post-meeting note: The letter was sent on 12 February this year.]

**V. Reporting Items**

**(A) Report by Working Groups - Progress Reports of Working Groups as at 31 December 2017**

**(TTC Paper No. 13/2018)**

***Working Group on Tuen Mun External Traffic***

92. Members perused the paper.

93. A Member said that as the population of Tuen Mun kept growing, the demand for bus services to and from Kowloon East was high among residents. In view of this, she requested the TD and the bus company to consider upgrading Route No. 62X to a whole-day service without cutting the resources for other bus routes in the district, so as to provide convenient services for residents.

94. The Chairman said bus services between Tuen Mun and Kwun Tong had been in strong demand among residents in the district since the 1980s. He would like the TD to consider the proposal.

95. Members had no further comments. The Chairman announced that the report of the above working group was endorsed.

***Working Group on Traffic Problems within Tuen Mun District***

96. Members perused the paper.

97. Members had no comments. The Chairman announced that the report of the above working group was endorsed.

***Working Group on Improvement to the Facilities of Chi Lok Bridge***

98. Members perused the paper.

99. A Member said the working group had successfully strived for the queue markings painted on the ground near the lifts at both ends of Chi Lok Bridge and the rescheduling of lift maintenance for night time, yet it was unable to secure the retrofitting of lifts, escalators or ramps. As the TTC would form the Working Group on Improvement to Footbridge Facilities in Tuen Mun District, he, as the Convenor of the working group, hoped Members could actively join the newly-formed non-standing working group and set its the terms of reference and work objectives in advance, so that the working group could achieve results in its eight-month term of office.

100. Members had no further comments. The Chairman announced that the report of the above working group was endorsed.

**(B) Report by TD**  
**(TTC Paper No. 14/2018)**

101. Members perused the paper.

**VI. Any Other Business and Date of Next Meeting**

102. A Member said the agenda item “Request for Provision of Additional Passenger Information Display Boards at Siu Hong LRT Station” had been discussed at the 12<sup>th</sup> meeting of the TTC of the previous term, and Members had visited the location concerned on the day before this meeting. She suggested passing the matter to the Working Group on Traffic Problems within Tuen Mun District for follow up.

103. The Chairman agreed to the arrangement.

104. The Chairman said that in the past, the Secretariat would send information about the times and locations of inter-departmental joint operations for removal of illegally-parked bicycles in Tuen Mun to the Working Group on Traffic Problems within Tuen Mun District for reference. It took time for the Secretariat to invite Members to join the working group and the operation would be conducted in late January, so after taking time into consideration, the Secretariat would send the information concerned to all TTC Members after the meeting and follow the previous practice in the future.

**Action**

105. There being no other business, the meeting was closed at 12:05 p.m. The next meeting (regular meeting) would be held at 9:30 a.m. on 16 March 2018 (Friday).

Tuen Mun District Council Secretariat

Date: 24 January 2018

File Ref: HAD TMDC/13/25/TTC/18