

Minutes of the 3rd Meeting of
the Traffic and Transport Committee (2016-2017) of
the Tuen Mun District Council

Date : 13 May 2016 (Monday)

Time : 9:30 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	9:30 a.m.	End of meeting
Mr YIP Man-pan (Vice-chairman)	TMDC Member	9:39 a.m.	End of meeting
Mr LEE Hung-sham, Lothar, MH	TMDC Vice-chairman	9:33 a.m.	End of meeting
Mr KWU Hon-keung	TMDC Member	9:33 a.m.	2:30 p.m.
Mr TO Sheck-yuen, MH	TMDC Member	9:30 a.m.	End of meeting
Mr CHU Yiu-wah	TMDC Member	9:42 a.m.	End of meeting
Ms KONG Fung-yi	TMDC Member	9:30 a.m.	12:48 p.m.
Mr NG Koon-hung	TMDC Member	9:31 a.m.	End of meeting
Ms WONG Lai-sheung, Catherine	TMDC Member	9:41 a.m.	End of meeting
Ms HO Hang-mui	TMDC Member	9:34 a.m.	End of meeting
Mr LAM Chung-hoi	TMDC Member	9:33 a.m.	2:04 p.m.
Ms CHING Chi-hung	TMDC Member	9:30 a.m.	1:20 p.m.
Ms LUNG Shui-hing	TMDC Member	9:30 a.m.	End of meeting
Mr CHAN Man-wah, MH	TMDC Member	9:33 a.m.	End of meeting
Mr CHEUNG Hang-fai	TMDC Member	9:33 a.m.	1:10 p.m.
Mr HO Kwan-yiu	TMDC Member	9:43 a.m.	11:56 a.m.
Ms CHU Shun-nga, Beatrice	TMDC Member	9:35 a.m.	End of meeting
Mr TSANG Hin-hong	TMDC Member	9:37 a.m.	End of meeting
Mr KAM Man-fung	TMDC Member	9:50 a.m.	End of meeting
Mr MO Shing-fung	TMDC Member	9:45 a.m.	End of meeting
Mr YEUNG Chi-hang	TMDC Member	9:30 a.m.	End of meeting
Mr YAN Siu-nam	TMDC Member	9:30 a.m.	End of meeting
Mr TAM Chun-yin	TMDC Member	9:30 a.m.	2:04 p.m.
Mr NG Kwai-wah	Co-opted Member	9:30 a.m.	11:37 a.m.
Mr LAI Yu-lok	Co-opted Member	9:36 a.m.	1:15 p.m.
Ms NGAI Tsz-yan, Tina (Secretary)	Executive Officer (District Council) 2, Tuen Mun District Office, Home Affairs Department		

By Invitation

Ms WONG Yee-fang, Eva	Senior Transport Officer/Bus/New Territories West, Transport Department
Mr. KO Chi-wai	Senior Engineer 2/Noise Mitigation, Highways Department
Mr. LAM Wang Kei, Kiwanis	Engineer/Village Lighting, Highways Department
Ms Annie LAM	Assistant Public Relations Manager – External Affairs, MTR Corporation Limited
Mr Alan KWAN	Bus Operations Manager, MTR Corporation Limited
Mr NG Hau-hung, Toby	Senior Resident Engineer, Mannings (Asia) Consultants Limited

In Attendance

Mr MOK Ka-sing, Mark	Senior Transport Officer/Tuen Mun, Transport Department
Mr LI Kin-yip, Charles	Transport Officer/Tuen Mun 2, Transport Department
Mr CHAN Chi-pan, Ivan	Engineer/Tuen Mun North , Transport Department
Mr LAU Ka-kin, Marcus	Engineer/Tuen Mun Central, Transport Department
Mr LI Chun-wah	Engineer/Special Duties 2, Transport Department
Ms CHAM Suet-ying, Cheryl	Engineer/15 (New Territories West), Civil Engineering and Development Department
Mr MOK Hing-cheung	Administrative Assistant/Lands (District Lands Office, Tuen Mun), Lands Department
Mr LIU Hing-wah	District Engineer/Tuen Mun, Highways Department
Mr Francis Thomas CARROLL	District Operations Officer (Tuen Mun)
Mr WONG Lap-pun	Station Sergeant, District Traffic Team (Tuen Mun)
Mr WAN Yin-chiu	Senior Manager, External Affairs Section, The Kowloon Motor Bus Co. (1933) Ltd
Mr Kelvin YEUNG	Senior Operations Officer, The Kowloon Motor Bus Company (1933) Limited
Mr Gary LEUNG	Assistant Manager, Planning & Development, The Kowloon Motor Bus Co. (1933) Ltd

Absent

Mr CHAN Yau-hoi, MH, JP	TMDC Member
Mr TSUI Fan	TMDC Member
Mr CHAN Manwell, Leo	TMDC Member
Ms SO Ka-man	TMDC Member
Mr IP Chun-yuen	Co-opted Member

I. Opening Remarks

1. The Chairman welcomed all to the 3rd meeting of the Traffic and Transport Committee (“TTC”).

2. 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 Tuen Mun District Council (“TMDC”) 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

3. The Secretariat had not received any applications by Members for leave of absence.

III. Confirmation of Minutes of the 2nd Meeting held on 11 March 2016 and Minutes of the 1st Special Meeting held on 21 March 2016

4. The two minutes of meeting above were endorsed.

IV. Matters Arising

(A) Bus Routes Planning Programme 2016-2017 for Tuen Mun District (TTC Paper No. 3/2016 and No. 21/2016, Paragraphs 16 - 17 of the Minutes of the 2nd Meeting, and Paragraphs 4 - 115 of the Minutes of the 1st Special Meeting)

5. The Chairman welcomed Ms WONG Yee-fang, Eva, Senior Transport Officer/Bus/ New Territories West of the Transport Department to the meeting.

6. Ms WONG of the Transport Department first responded to Members’ views on the proposal for 62X some time ago. She said that the catchment area of 259D became smaller after 62X ran whole day so it was expected that its patronage would drop. The patronage of other routes (e.g. 59M and 60M, etc.) would possibly change. Therefore, it was necessary to revise the frequency accordingly. In the meantime, the frequency of other routes had to be reduced if 62X would run at the frequency of 20 minutes as suggested by Members with the current resources unchanged.

7. Ms WONG of the Transport Department continued responding to Members’ views on the routing of 962E some time ago. She said that following the intake of the private housing estates in the vicinity of So Kwun Wat, the demand for traffic to

and from Hong Kong Island had increased gradually. As there was no bus service running from So Kwun Wat to Hong Kong Island East via the vicinity of Siu Lam and Sham Tseng, it was recommended that there should be one trip each during the peak hours in the morning and the evening. She added that the department and the representatives of the bus companies would reply at the meeting if Members had other views on the Bus Routes Planning Programme 2016-2017 for Tuen Mun District (“Bus Routes Planning Programme”).

8. Members offered their views and made enquiries as follows:

- (i) As residents requested that the service of 258D during the peak hours in the morning and the evening should be boosted and improved, she reflected at the previous meeting that 258X should be provided with additional bus resources. It was hoped that the department would reply to this at the meeting;
- (ii) Buses of 259D were already overcrowded on the trips going back to Tuen Mun. Although the change of 62X to run whole day was supported, it was opposed 62X running whole day with the frequency of 259D revised. It was suggested that it should be discussed after observing the change of patronage following the implementation of the proposal;
- (iii) As a regular frequency would ease the passenger flow, it was suggested that the frequency should be boosted to 20 minutes from 30 minutes. Besides, a questionnaire on this route proposal found that (a) residents requested a bus frequency of 12 to 15 minutes and (b) it was hoped 62X would travel past the Tuen Mun Road Bus-Bus Interchange (“BBI”) so more residents in Tuen Mun could go to Kowloon East;
- (iv) The routes of A33 and E33 were similar. It was predicted that only residents in the vicinity of Sam Shing and the Hong Kong Gold Coast would take A33. It was suggested that A33 should start at Fu Tai and travel along the Castle Peak Road for Chi Lok. Then it would go to Sam Shing and the Hong Kong Gold Coast to serve more residents in Tuen Mun and increase the patronage;
- (v) It was enquired whether E33P would also provide whole-day service like the proposal for A33. Besides, the service of 258D was inadequate so it was opposed to allocating two trips of 258D to 258X;
- (vi) It was agreed basically that the route of 259D should be revised and the service of 62X should be boosted to whole day. However, the frequency of 62X should not be less (sic) than 20 minutes. It was opposed to revising the frequency of other routes because of this. This was the consensus of the TTC;

- (vii) The department should respond to other proposals in the Bus Routes Planning Programme across the board, including the final decision on each proposal, not just the proposal for 62X and 259D and the routing of 962E. Moreover, he pointed out that Long Win Bus Company Limited (“LW”) did not intend to extend the airport bus service to other locations currently not covered in the district or provide interchange concession with other bus companies;
- (viii) The frequency of 62X should be boosted to 12 to 15 minutes whole day. It should be supported with additional bus resources and not cutting the services of other bus routes. Besides, she requested that the department should provide a list of bus resources on bus routes in the whole Tuen Mun district so Members would understand whether the bus resources of individual routes had been cut;
- (ix) The department just repeated its reply. There was no specific response to the final arrangements on the proposals for individual routes or respond to Members’ views on the proposals raised some time ago. Citing the proposal for 258X, Members supported the provision of 258X but opposed transferring the resources of 258D. It was enquired whether the department would implement the proposal and provide 258X with new resources;
- (x) The Kowloon Motor Bus (1933) Company Limited (“KMB”) should have social responsibility to provide multi-dimensional bus services. For example, it should not have cut the frequency of 57M to allocate resources to other routes. He added that residents had very great demand for 258D. He had also submitted a paper suggesting the provision of bus service between Tai Hing and Kowloon East. Therefore, he disagreed with the use of the bus resources of 258D although he agreed with the provision of 258X. Besides, he enquired whether A33 and E33 could start at the BBI and provide interchange concession so the residents in Tuen Mun could go to the vicinity of Tung Chung and the airport; and
- (xi) It was agreed that the department should respond to each proposal one by one in respect of the views offered by Members on the Bus Routes Planning Programme. For example, what decisions the department made after the TTC had objected to the proposal for 57M by 22 votes. He opined that the department should not have uploaded the paper of Bus Routes Planning Programme onto the web page of the Transport Department before the TTC meeting, thus misleading others that consent had been obtained from the TMDC for the contents of the paper. On the contrary, the department should have consulted DC members of the constituency concerned and the community to have a better idea how to improve the service of individual routes.

9. The Chairman said he supported the airport bus running along the Castle Peak Road. Nevertheless, the department should not boost the express airport bus service which was more expensive on the one hand, but reduce the regular airport bus service which was cheaper on the other. He reiterated that 962E should not travel past Sham Tseng. It was suggested that should start at Avignon and go to Hong Kong Island via Tuen Mun Town Centre, or start at Tuen Mun Town Centre and go to Hong Kong Island via Avignon.

10. A Member agreed with the Chairman that 962B had increased frequency to a large extent in the past by using the quota of bus service in Tuen Mun district, thus lowering the level of bus service within the district.

11. Ms. WONG of the Transport Department replied as follows:

(i) The department had started to consult different district councils on the Bus Routes Planning Programme since the last ten days of February and expected that consultations would continue until the last ten days of May or first ten days of June. Then the department would study and consider the views collected. The TMDC councils would be informed of the conclusions after the views of the district councils concerned on the proposals were consolidated. After the representative of the department had attended this meeting and listened to the views of Members, initially there was room for revisions in part of the Bus Routes Planning Programme. On other proposals, the TMDC would be informed of the findings after the views of district councils concerned were consolidated;

(ii) Members could provide the department with the details of irregular frequency of 258D so the department could study and take follow-up action with the bus company. As the catchment area of 258D and 258X was similar, it was estimated that the passengers should be the same group so it was suggested that the resources of 258D should be shared. But 258X was different from 258D in that it would travel along the business area at Kowloon Bay in Kowloon East and Wai Yip Street in Kwun Tong after starting regular trips at the BBI. Residents did not need to walk or change other means of transportation for work after getting off at the bus stop of 258D in Kwun Tong Road;

(iii) In light of the recommendation of 62X running whole day, the frequency of other buses during non peak hours had to be revised downward without new bus resources. The department believed that the patronage of 259D would change after its routing had been modified so it was suggested that its frequency should

be revised downward. After the implementation of 62X running whole day, the department and the bus company would revise the frequency depending on the actual change of patronage;

- (iv) If E33 travelled past other locations in Tuen Mun district, it was difficult to maintain the current service level with the current bus resources. But the department would continue discussions with the bus company. When bus resources increased, the department would continue considering Members' recommendations. On E33P, it was the recommendation implemented in the Bus Routes Planning Programme last year. The bus company would gradually boost the service level in light of the patronage. Besides, the A routes of LW would provide interchange concession by Octopus to the routes exclusively operated by the KMB. The concession was 6 dollars or equivalent to the listed fares of the KMB routes, whichever was lower;
- (v) The department had noted Member's views on the proposal for 57M at the first special meeting and was producing the views collected from the consultation on the Bus Routes Planning Programme by induction method. On the views offered by Members on the proposal for 57M, the department would study and consider them together; and
- (vi) If the road sections of 962E were extended in Tuen Mun district, the department had to study whether there was any suitable location for its terminus.

12. Members offered their views and made enquiries in the second round as follows:

- (i) The department failed to prove that 258D and 258X had the same group of passengers. There were residents who requested the frequency increase of 258D so Members was not satisfied with the department's response to the proposal for 258D and 258X;
- (ii) It was enquired whether 62X would go into the BBI;
- (iii) Residents requested that E33P should travel past the vicinity of Tuen Mun pier. The department should listen to their requests and improve the facilities at the bus stop;
- (iv) As the vicinity of Lam Tei was being developed, it was enquired why the department did not increase the bus resources in the area. It was hoped that the department would not transfer the resources of 259D to improve the service of 62X. Besides, it was hoped that the department would consult the TMDC again after revising the overall proposal for the Bus Routes Planning Programme;

- (v) The provision of 267X was supported but it was opposed that 267S should be cancelled for the provision. It was opined that the department should not implement the above proposal by force. He wanted to enquire about the starting time of 267X and hoped the department would continue the discussion about the revised proposal of the Bus Routes Planning Programme at the next meeting;
- (vi) Population in Tuen Mun had risen a lot. However, the moment the department recommended improvements on the bus service in an area; it would cause losses to the residents in another area. She cited the green minibus route 43 which had some 50 people queuing in the morning but the department said there was 50% of patronage only. It was hoped the department would seriously consider and respond to the views offered by Members. It should also observe the transport service in the district and study the data obtained by Members from their own survey. Then residents would not be affected by the departments' poor supervision;
- (vii) The Bus Routes Planning Programme each year ignored the demands from the rural areas in Tuen Mun. As the housing estates and population in the vicinity of Lam Tei were rising gradually, it was hoped that the department would change 960P to be started in Tuen Mun district and upgrade it to whole-day service. Besides, as the residents in Nei Wai, Fook Hang Village and Lam Tei were not able to take 63X and 68A, it was recommended that the department should study to change the two routes above to start in Tuen Mun instead thus improving the loss trip rate;
- (viii) It was agreed that the department should discuss the proposals with DC members of the constituency concerned and consolidate, explain and respond to Members' views, and not repeat the contents of the reply. It was suggested that the Chairman should reflect to the high ranking officials of the Transport and Housing Bureau ("THB") about the development of population and roads in Tuen Mun;
- (ix) As the department intended to discuss individual proposals only in the Bus Routes Planning Programme, it should prepare another discussion paper. Besides, the department said there would be findings of the Bus Routes Planning Programme between the last ten days of May and the first ten days of June. It was enquired whether the department would report on the findings of each proposal at the next meeting;

- (x) The provision of 258X was welcome but it was opposed that the frequency of 258D should be changed instead. Besides, it was opined that E33P running whole day had not been implemented in the Bus Routes Planning Programme last year so there was no point to discuss the Bus Routes Planning Programme this year;
- (xi) It was reiterated that the department should provide a list of bus resources in the whole Tuen Mun district so Members would understand the number of buses of individual routes; and
- (xii) Although the department had said 62X running whole day would only affect the frequency of other five routes during non-peak hours, there were residents failing to take 259D during the non-peak hours (e.g. Sunday morning) as defined by the department. In the Bus Routes Planning Programme last year, it was mentioned that E33P would run whole day from the third quarter of this year. The representative of LW later said the route would run whole day two ways and would not be implemented in the third quarter. It was hoped that the Transport Department would clarify this.

13. Ms WONG of the Transport Department replied as follows:

- (i) On the proposal for 962E, there was only one trip each during the peak hours in the morning and the evening. The department noted the Members' views on its routing and would consider and study it again with the bus company together with the views collected;
- (ii) If the frequency of 258D could not meet the needs of passengers, the department would study the increase of its service level with the bus company no matter whether 258X would be launched or not. The recommendation on 258X was to save the time of some passengers of 258D in walking or changing other means of transportation for work after getting off at the bus stop in Kwun Tong Road. The department would study and consider the views offered by Members;
- (iii) The department noted Members' views that 62X should go into the BBI;
- (iv) Currently, residents in the vicinity of Tuen Mun pier might take the routes of KMB and then change another bus for airport at the BBI. If an individual route travel past several housing estates in the district, the overall frequency level and the travelling time of the route would be affected so the impact concerned had to be considered with care;

- (v) The number of buses in Tuen Mun district would be revised in light of the change of population and infrastructures. It was not true that there was no increase. The department would study with the bus company timely to see how to meet the needs of the passengers. The situation that bus resources would remain unchanged as just mentioned applied to the proposals for 62X and 259D only;
- (vi) Currently, the patronage of 267S running between Siu Hong and Tsim Sha Tsui was relatively low (about 30%) so it was recommended that this route should be cancelled. On the other hand, the department noted the demand for transportation caused by the development of Kowloon East in recent years. To meet the demand, the department and the bus company recommended the provision of 267X going to Lam Tin and gradually boost the service level of the route during peak hours;
- (vii) The department had been seriously tackling the loss trip rate and would conduct an investigation upon receipt of complaints in order to have an understanding of the patronage and service level of the route. If necessary, it would take follow-up action with the bus company to improve the service level;
- (viii) In the Bus Routes Planning Programme this year, it was proposed that 960P would be increased to six trips from four. The department would closely observe the situation after its implementation. If patronage rose, the department would study with the bus company to increase resources timely and further raised the level of frequency;
- (ix) On the recommendation of a terminus for 63X and 68A in Tuen Mun, the department had to study thoroughly and carefully including the understanding of how many passengers would be affected and whether there were appropriate alternative routes for them. If there was related proposal, the department had to consult the council of the district affected. However, it was predicted initially that the proposed recommendation would affect quite a few passengers owing to the change of the location of the terminus;
- (x) The department was still collecting Members' views on the Bus Routes Planning Programme and would consolidate and study them with the bus company. Pending the consolidation of the views of the district councils concerned, the TMDC would be informed of the department's conclusions on the proposals;

(xi) The department had been monitoring the frequency level of bus routes and would take follow-up action with the bus company if necessary; and

(xii) The bus company would gradually implement the recommendation of service time extension in light of the patronage of E33P.

14. Members offered their views and made enquiries in the third round as follows:

(i) It is a disrespect to the TMDC that the department had revised the proposal without doing consultation again but only informed the TTC of the final findings of the Bus Routes Planning Programme;

(ii) The department's reply that it had noted Members' views on 258D and 258X implied the proposal would be implemented as if the TMDC was consulted. It was opined that the department should provide data first to prove that the sources of passengers of the two routes above were the same;

(iii) It was reiterated that residents had reservations on the cancellation of 267S. Besides, residents hoped that 258P would start at 7:30 am; and

(iv) It was disagreed that the department implemented the Bus Routes Planning Programme without informing the TMDC. The department was also asked to provide explanations on the implementation of E33P running whole day.

15. Ms. WONG of the Transport Department replied that Members' recommendations about the proposal for 267S were noted. She also understood Members' concerns about the service level of 258D. The service time on the two-way running of E33P was mentioned in the consultation paper last year but the department had noted Members' views. In future, it would review how to express the contents of recommendations about the proposal for individual routes more clearly.

16. A Member said that she seriously protested against E33P running two-way whole day instead of running whole day. She felt regret for such use of language and deception to residents.

17. The Chairman concluded by saying that Members had offered many views on the Bus Routes Planning Programme 2016-2017 for Tuen Mun district. It was hoped that the Transport Department and the bus company would consider Members' views positively and report to Members on the progress of the Bus Routes Planning Programme, and provide response to Members on each proposal one by one.

V. **Discussion Items**

(A) **Contract No. HY/2013/19 - Retrofitting of Noise Barrier on Tuen Mun Road - Town Centre Section**
(EHDDC Paper No. 22/2016)

18. The Chairman welcomed Mr KO Chi-wai, Senior Engineer 2/Noise Mitigation of the Highways Department and Mr NG Hau-hung, Toby, Senior Resident Engineer of the Mannings (Asia) Consultations Limited (“Consulting Firm”) to the meeting.

19. Mr KO of the Highways Department and Mr NG of the Consulting Firm explained the temporary traffic arrangements for this project with a slideshow on computer.

20. Members offered their views and made enquiries as follows:

- (i) The Highways Department and the Consulting Firm were praised for maintaining consultations and liaisons with the stakeholders affected by the project area including DC members of the constituency concerned, incorporated owners of housing estates and residents before the commencement of the project, and considering their views on the temporary traffic arrangements. He put forward the following proposals to the department: (a) DC members of the constituency concerned and residents should be informed in advance before the implementation of road diversion measures; (b) they should check whether there would be inadequate street lamps during the construction to avoid causing dangers at night; (c) drivers should be alerted about the road conditions with LED panels in the front of the diverted section. Besides, he said the Transport Department had planned to provide more parking spaces in San Ching Street upon completion of the project. He would like the Highways Department to study whether there would be more parking spaces provided at that location again;
- (ii) It was enquired whether the whole 130-metre long noise barrier was fully enclosed. If there were openings, it was worried that noise could not be insulated effectively. Besides, it was recommended that the permanent pedestrian crossing proposed in the project should be moved to somewhere near Hip Pont Building from the footbridge in Tuen Mun Heung Sze Wui Road for the residents in the vicinity of Sun Hui Tsuen and Hung Kiu;

- (iii) It was opined that the department was quite optimistic about the estimated time needed for the project. He added that the bus stop in Tseng Choi Street would be temporarily moved to somewhere about 100 metres away from the current location to meet the need of the project. It was recommended that the length of the bus stop should be extended as well when the bus stop was restored so buses could enter the stop. It was also hoped that the same arrangement would be applied to the bus stop in San Hui Market as well. Besides, he enquired whether the width of the road would be less than the standard of 3.4 metres during the implementation of the temporary traffic arrangements. If so, there might be accidents when goods vehicles travelled past;
- (iv) It was enquired how the department handled scores of trees which had to be removed because of the project;
- (v) There were no comments on the location of the parking spaces which would be removed because of the project. It was recommended that the department should mark clear lines on the ground to indicate the parking spaces. It was hoped that the police would assist in maintaining traffic safety; and
- (vi) There were concerns about the impact caused to traffic in the vicinity (especially the Hung Kiu bus stop in the south bound of the road near Ching Tin Road) after the relocation of two bus stops. Like the project of noise barrier near the Pui To bridge, the number of traffic accidents increased after the location of the bus stop had been changed. It was hoped that the department would study how to solve the problem of traffic safety in the road.

21. Mr KO of the Highways Department replied as follows:

- (i) The department would note the safety problem at the temporary bus stop and ensure that drivers would be given adequate signs to avoid traffic accidents;
- (ii) On the parking spaces in San Ching Street and the temporary parking spaces in Tuen Mun Heung Sze Wui Road, the department would provide adequate signs to separate the parking spaces from other road surfaces clearly;
- (iii) The department had provided explanations to the related working group of the TMDC for the arrangements of removal of the trees in the central dividing strip. Some of the trees affected would be planted at Siu Lam again;
- (iv) On Member's recommendation to increase the length of the bus stop when it would be restored in future, the department would study with the Transport Department for the technical feasibility of the recommendation;

- (v) The department had considered a permanent crossing at a location other than Tseng Choi Street. The consulting firm would provide details of further information again;
- (vi) The department would study with the contractor to use LED panels to alert drivers about the diversion signs. Besides, there would be 17 street lamps removed during the construction period. As there would be 18 temporary street lamps provided at the same time, it was believed that there would be adequate lighting during the construction period; and
- (vii) Like the design of the noise barrier at the footbridge in San Hui two years ago, there would be additional noise enclosure on either side of the footbridge to avoid changes to the current footbridge. Although the noise barriers were not fully enclosed, the openings on the either side of the footbridge would be covered as far as possible in the design. The design sketch could be provided to Members for reference after the meeting.

[Post-meeting note: the Highways Department said the consulting firm had provided the design sketch to Members for reference on 30 May 2016]

22. Mr NG of the consulting firm added that it had positively considered a permanent crossing in Ching Tao Lane. Considering the high utilisation rate of the passing place at the location, the area of the passing place or the width of the road would be reduced if there was a permanent crossing. It was necessary to reach a consensus with the residents nearby. Besides, there were 55 trees in the central dividing strip originally and 33 trees of them were removed because they were not worth conserving. The remaining 22 trees would be planted elsewhere.

23. Members offered their views and made enquiries in the second round as follows:

- (i) It was disagreed to remove the trees to Siu Lam. It was recommended that the matter should be passed to the Working Group on Tuen Mun Greening for follow-up action;

[Post-meeting note: the Highways Department said the Consulting Firm met the Member concerned on 3 June 2016. It was now studying to plant the compensatory trees somewhere near the Tuen Mun Town Centre]

Action

- (ii) There were vehicles permanently parked at the passing place in Ching Tao Lane. Most of them were abandoned vehicles which were parked illegally. Therefore, the recommendation for moving the permanent crossing to north was reiterated;

[Post-meeting note: the Highways Department said the Consulting Firm met the Member concerned on 30 May 2016 and agreed to consult the shop owners and residents in the vicinity of Tseng Choi Street on the location of the permanent pedestrian crossing.]

- (iii) It was enquired how to define whether the 33 trees removed were worth conserving. It was opined that removing trees inadvertently was uncivilised; and
- (iv) It was hoped that during the implementation of the temporary arrangements, the police would step up enforcement in busy roads (e.g. Tseng Choi Street). Moreover, it was reiterated that the permanent pedestrian crossing had to be provided at the location near the substation of the power company. The recommendation had been co-ordinated with the Transport Department;

24. The Chairman said Members had been fighting for the provision of noise barriers for many years so the TTC supported this project and the related temporary traffic arrangements. The Highways Department should continue considering the views offered at this meeting with DC members of the constituency concerned. The police should assist in tackling the traffic problem there. Moreover, the Working Group on Tuen Mun Greening had discussed the arrangements of the trees in the project but Members could continue offering views. Therefore, the arrangements of the trees in the project would be passed to the Working Group on Tuen Mun Greening for follow-up action.

Highways
Department,
Hong Kong Police
Force,
Secretariat

[Post-meeting note: the Highways Department put forward the latest proposal that the bus stop would be relocated somewhere near Lee Fat Lane after studying and consulting with DC members of the constituency concerned in light of the Member's recommendation on the length of the bus stop. The paper concerned was distributed to Members for reference and comments were made through the Secretariat on 16 June 2016. Moreover, the department had provided Members with detailed explanations on the arrangements of trees in the project, the major points discussed and decisions endorsed at the meeting of the Working Group on Tuen Mun Greening in last tenure. Therefore, it was not necessary to pass this issue to the Working Group on Tuen Mun Greening again. The Highways Department would timely submit information to the above working group and report on the progress of the arrangements of the compensatory trees]

**(B) Transport Department's Traffic and Transport Work Plan (2016-2017)
(TTC Paper No. 23/2016)**

25. Mr. MOK Ka-sing, Mark of the Transport Department said that the paper was designed to introduce the targets and activities of the Transport Department. On individual specific issues, the department would continue communicating and taking follow-up action with Members at the level of the TTC and communicate with the Member concerned on individual matters.

26. Members offered their views and made enquiries as follows:

- (i) The paper included the major direction of the department's work and the recommendations made by the TMDC in the past only. Members had great expectations on bus routes and the department's communication mechanism. Like the Bus Routes Planning Programme, the department should positively respond to the views offered by Members, and propose amendments but not repeat the contents of the reply to enhance work efficiency. Moreover, the department should study the Tuen Tsuen Railway again to supplement the West Rail which had been overcrowded;
- (ii) The Transport Department's Traffic and Transport Work Plan (2016-2017) ("TDWP") was similar with the version many years ago, which was regrettable. The department should provide explanations on the projects like the South Extension of the West Rail and the Western Bypass in the TDWP;
- (iii) The department should expedite the working progress of road facilities. For example, the project of marking yellow lines should not take more than a year to complete. On the sustainable development of traffic service, the department should study the Tuen Tsuen Railway, the green minibus service between Tuen Mun and Fu Tian, improvement of the bus routes and service, and provision of concessions for different bus companies at the BBI. On information and intelligence, he praised KMB's application on real time bus arrival reporting system. The department should push the other two bus companies to provide similar service;
- (iv) The works of item (i) (5) Widening the Junction in the Section of Tao Yuen Wai and Lam Tei, Castle Peak Road under (A) Project on Improvement of Road Networks and Traffic Facilities had not commenced for many years. It was hoped the department would continue follow-up action on the project of

the Lam Tei Light Rail Station. Moreover, the department should provide more macro views on major developments in the district, e.g. the widening works in Fook Hang Village Road. As far as Area 54 was concerned, the TDWP should include the capacity of the roads in the area;

- (v) The TDWP was a symbolic document only. It did not explain how to optimize the bus service and improve air quality. The department's failure to increase the number of buses in the district reflected it had no intention of improving the traffic service in Tuen Mun district. It was hoped that the department would submit a plan to improve the overall service;
- (vi) The paper reported on the work completed last year only and did not mention anything about Members' views, e.g. the new service to and from Fu Tian Border and 59A going into the BBI, etc. Moreover, she hoped the department would implement various projects as soon as possible, conduct consultation on the South Extension of West Rail, and provide explanations on the progress of the Western Bypass;
- (vii) Members expected the department to put forward developmental proposals like the study of Tuen Tsuen Railway, improvement of the calculation method of bus loading, new service to and from Fu Tian Border and solving the problem of inadequate car parking spaces in the district so that the overall traffic in Tuen Mun could be improved;
- (viii) The department did not have a forward-looking view on the traffic in Tuen Mun. Quite a few recommendations in the paper were made by Members. It was expected that the department would provide more professional views on public transport and complementary facilities. For example, the TTC had reflected the development in Tuen Mun East and the traffic congestion near the Harrow International School at the meeting with the Assistant Commissioner for Transport but the department did not include the problem in the paper. She was very surprised and would continue follow-up action. Moreover, she said it seemed the TDWP was designed from the angle of a traffic service operator. It was opined that the department should be working with the provision of smooth and easy access to the residents in mind;
- (ix) The paper did not have a forward looking view perhaps because the representative of the department had authority on district level only. Therefore, the representative should reflect to the headquarters on the importance of forward looking consideration. He also made the following recommendations on traffic facilities: (a) installing railings at the junctions in parallel section of light rail tracks and traffic lanes to avoid causing accidents

when vehicles turning into light rail tracks; (b) building a cycle track beside the Tuen Mun Road; (c) providing a rolling schedule of the South Extension of the West Rail; and (d) increasing seats on green minibuses from 16 to 20;

- (x) The TDWP should offer more forward-looking planning work and not focus on minor works only. She added she was disappointed at the department for not adopting the views offered by Members (e.g. Tuen Tsuen Railway and new bus routes, etc.) ; and
- (xi) The TDWP only consolidated the views offered by Members and the work of the bus company. It was hoped the department would play a much more leading and forward-looking role, respond to local problems and plan future development in this district and other districts, e.g. studying the recommendations on the construction of the fifth cross harbour railway made by her political party, and the link between the Lantau Island and Tuen Mun proposed by the government.

27. The Chairman concluded by saying that the TDWP did not completely respond to the views offered by Members. It was hoped the department would include the issues about railway, BBI and inter-district traffic service in the paper before it was distributed to Members again for perusal.

Transport
Department

28. Mr MOK of the Transport Department replied that the views offered by Members were noted. The department would consider amendments to part of the TDWP. The department reiterated that it valued the communication with TDMC and had been taking follow-up action on the issues raised by Members.

[Post-meeting note: The Transport Department provided the amended version of the TDWP to the Secretariat on 6 July 2016]

(C) **Request for Increase in Service Frequency and Extension of Service Hours of Green Minibus Route No. 42**
(TTC paper No. 24/2016)

29. The proposer of the paper said that green minibus No. 42 had been operating for more than ten years. As the population in that district was rising, residents requested that the frequency should be increased to four trips every hour. As far as he knew, residents were not able to get on the green minibus at Tuen Chi Wai and San Hing Tsuen during peak hours in the morning. The department should conduct a survey on this. Moreover, residents requested that the service of green minibus No. 42 should be extended to 10:30 pm so they could go home in the evening.

30. Mr MOK of the Transport Department replied that the department showed concerns about the situation of the green minibus service. The department had got an understanding from the operator and paid site visits from time to time to supervise the stability of their service. Currently, the operator had four green minibuses for this route and the average frequency was 11 to 12 minutes. The department had reminded the operator that when the vehicles were out of order and the traffic was congested, it should re-deploy the vehicles in time with flexibility in order to maintain the stability of the frequency. The Transport Department would continue supervising its service level. On the service hours, the last bus left the terminus in Tsing Chuen Wai at 9 pm currently. There were only one or two passengers on average when it left the terminus. The department understood that there was greatest number of passengers at the en-route stop in Tuen Mun Town Centre during the peak hours from 7 to 8 pm. There were not many passengers during the last few trips. There was higher number of passengers in the last trip, which showed that a lot of passengers took the last trip. After the department discussed with the operator, the service hours would be extended as a trial. The last trip would leave Tsing Chuen Wai at 9:15 pm and it was expected to arrive at the Tuen Mun Town Centre at 9:35 pm. The department would make revisions according to the patronage when there was a need and room.

31. The proposer of the paper said he thanked the Transport Department for contacting the operator in respect of the recommendations in the paper. He agreed that the last trip would be postponed to leave Tuen Mun Town Centre at 9:40 pm on trial basis. It was recommended that the department should make a survey on the patronage in the last trip.

(D) Request for Assigning Double Yellow Line Road Marking at Tin Tei Yan Road

(TTC Paper No. 25/2016)

32. He proposer of the paper said that the problem of illegal parking in Tuen Mun was serious. Recently, residents at Bauhinia Garden had complained about tourist coaches and heavy vehicles parking at the end of Tin Tei Yan Road after 11 pm so the stretch of road was incapable of easing traffic. Although the police had enforced the law there, he suggested the Transport Department should consider providing double yellow lines or single yellow lines there to prohibit vehicles from parking there to solve the problem and avoid affecting the residents in the low-density housing estates nearby. Moreover, there was a warehouse at the junction of Tin Tei Yan Road turning

into the Castle Peak Road. Accidents would happen easily when goods vehicles going in or out and parked there. It was suggested that there should be double yellow lines within the area of 80 metres to avoid other vehicles going into Tin Tei Yan Road thus causing danger.

33. Mr CHAN Chi-pan, Ivan of the Transport Department replied that a site visit had been paid there. To avoid vehicles turning into the junction of Tin Tei Yan Road from the Castle Peak Road and staying there thus affecting the safety of other road users, the Transport Department would consider assigning double yellow lines there. As the main function of no stopping area was to prohibit the loading and unloading of passengers or goods in the road during peak hours and not to prevent illegal parking, the department would first consider assigning double yellow lines at the junction near the Castle Peak Road on the aspect of traffic.

34. Mr WONG Lap-bun of the Hong Kong Police Force replied that the police had records of the complaints and would regularly prosecute the vehicles which were parked there illegally. The police also supported assigning double yellow lines in the road section concerned.

35. The proposer of the paper said that other vehicles could not leave when there were vehicles parked there at night as there were exits at both ends of Tin Tei Yan Road. Now that the police supported the recommendation in the paper, it was hoped the Transport Department would consider it again.

36. Mr CHAN of the Transport Department replied that he would consider other feasible measures that could improve the condition in Tin Tei Yan Road and contact the proposer of the paper after the meeting.

37. In light of the recommendation of the proposer of the paper, the Chairman concluded by saying that the Transport Department should contact the proposer of the paper for a site visit. The issue would be passed to the Working Group on Traffic Problems within Tuen Mun District for follow-up action.

Transport
Department,
Working Group on
Traffic Problems
within Tuen Mun
District

- (E) **Strongly and Repeatedly Request the MTR to Expeditiously Purchase New Light Rail Vehicles and Buses to Improve Services (TTC Paper No. 26/2016)**
Request to Revise the Passenger Density-Based Method of Calculating Loading of Light Rail (TTC Paper No. 27/2016)

(Paper No. 1 distributed at the meeting)
Request for Provision of Bus Service for Light Rail Route
Nos. 614P, 505 and 507
(TTC Paper No. 32/2016)

38. As the three recommendations above were related to the service of Light Rail, the TTC would discuss them together. The Chairman welcomed Ms Annie LAM, Assistant Public Relations Manager – External Affairs, of the Mass Transit Railways Corporation (“MTRC”) to the meeting. The Chairman said the THB submitted a response to TTC Paper No. 27/2016 before the meeting. Members should refer to paper No. 1 distributed at the meeting.

39. The proposer of Paper No. 26 said that she had been taking follow-up action on this issue. The recent discussion was made at the TTC meeting on 9 January 2015. As there had been no progress so far, the paper was submitted for discussion again. After 614P and 507 left the terminus at Tuen Mun Pier, they were full when they got to the Siu Hei Light Rail Station. Some residents could not get on the train when it came to the Siu Lun Light Rail Station. She requested that the MTRC and the Transport Department should improve the situation, e.g. by purchasing light rail vehicles or buses, or providing special frequencies to serve the areas with many schools during peak hours.

40. The proposer of the Paper No. 27 said the MTRC had provided explanations on the loading under its rail network at the Legislative Council for the first time. The loading of the light rail 505 was 94% and that of 507, 614 and 615 was also over 90%. The Light Rail calculated the loading based on 6 to 7 persons per square metre but the East Rail calculated on the basis of 4 persons per square metre, which was definitely double standard. Moreover, as passengers would use mobile phones or carry luggage on trains occupying more space, it was hoped the MTRC would calculate the loading on the basis of 4 persons per square metre across the board.

41. The proposer of the Paper No. 32 said that if the average loading of 507, 614 and 615 was over 90%, it was believed that the loading of these routes during peak hours might be over 100% so there was a need to increase frequency. Moreover, she opined that it was not possible to have 6 to 7 persons standing in a square metre in a light rail vehicle. As the calculation was different from East Rail’s, it was unfair to the residents in Tuen Mun, Yuen Long and Tin Shui Wai. Although the MTRC intended to purchase 10 vehicles, it was not adequate to cope with the rising population in the three districts above and Hung Shui Kiu so more vehicles should be purchased. For short term plan, she suggested that MTRC buses should be used to

supplement the services of 614P, 505 and 507.

42. Ms LAM of the MTRC responded to the three papers above as follows:

- (i) The Light Rail and the East Rail were two different systems. The operation of the Light Rail was open and it was not possible to calculate the loading of individual route based on gate record. The MTRC obtained the loading of each route during peak hours with site visits so the loading of over 90% of 505 was not calculated based on the number of people per square metre;
- (ii) Based on the observations that a light rail vehicle can accommodate 200 people at most, theoretically 6 – 7 persons can stand in a square metre. This is the figure obtained from conversion and not the design standard of a light rail vehicle. The representative of the MTRC emphasised that the loading of the Light Rail was obtained from observations and not like the East Rail whose loading could be calculated based on the number of people standing in a square metre;
- (iii) It was understood that members showed concerns about the overcrowding on the light rail platforms during peak hours. Currently, the service planning of the Light Rail was mainly based on the loading during peak hours coupled with the factors like road conditions;
- (iv) In response to the recommendation for special frequency for 614, 505 and 507 made by a Member just then, the MTRC had arranged special short haul trip for the above routes to ease passengers flow. It was hoped the waiting time could be shortened;
- (v) The MTRC had been closely observing the boarding and alighting at the overcrowded light rail platforms during peak hours. It was observed that most passengers could take the first light rail train at the station. Coupled with other measures on the platform, it was believed the overcrowding on the platforms could be alleviated so the passengers could board and alight the light rail vehicles more smoothly; and
- (vi) The MTRC had reserved resources to purchase additional light rail vehicles. However, the overall traffic system arrangements on roads had to be considered at the same time (e.g. optimising some junctions) and go with the findings of the Public Transport Strategy Study being conducted by the government to effectively use the additional vehicles to increase carrying capacity.

43. Members offered their views and made enquiries as follows:
- (i) Since the Light Rail extended service to Tin Shui Wai, she had reflected to the MTRC from time to time that the service level of the light rail transit in Tuen Mun district had been falling. It was expected the MTRC would invest resources into the light rail service as soon as possible. She further enquired about MTRC's schedule of vehicle purchase and the time the Legislative Council would complete the review;
 - (ii) Although it was observed that the loading of the light rail transit was 6 -7 persons per square metre, the light rail should make improvements based on the same principle as the MTRC had lowered the loading to 4 persons per square metre in light of citizens' requests. Moreover, the East Rail had a lower loading than the light rail transit possibly because the East Rail had higher frequencies and the passengers were willing to wait for the next train. He continued enquiring whether the MTRC had a ceiling of loading as far as the construction and safety of the light rail was concerned. Besides, he opined that the TDWP should include loading reduction of the light rail transit from 6 - 7 persons to 4 persons per square metre to calculate how many new vehicles should be purchased, and study the impact caused to the roads surface concerned;
 - (iii) The THB's reply seemed to be misleading. According to his understanding, the MTRC conducted in situ field testing only after the Legislative Council had discussed the loading of East Rail. The loading standard was lowered to 4 persons per square metre from 6 - 7 persons per square metre to respond to passengers' hope to ease the overcrowding. Therefore, the light rail transit should make improvements under the same principle. However, the THB replied that roads in Tuen Mun district had not been able to carry more light rail vehicles. He queried whether this meant the developments in the vicinity of Lam Tei and Siu Hong would be suspended. It was hoped the MTRC would review the carrying criteria and purchase vehicles as soon as possible. Besides, he opined that the MTRC buses could provide point to point service during the peak hours in the morning, for example, from Tuen Mun Pier to Yau Oi, On Ting and Sun Hui to divert the students and other passengers. It was suggested that this issue should be passed to the Working Group on Traffic Problems within Tuen Mun District for follow-up action;

- (iv) It was enquired how the MTRC calculated the need for the purchase of 10 vehicles and the money it needed. In the course of calculation, were demographic changes or other factors considered? Besides, how would the Transport Department deal with this issue if the findings of the Public Transport Strategy Study did not support the recommendation for an increase of loading in the original light rail vehicle or current system? and
- (v) She often took the West Rail and the Light Rail for work and the feeling of the rides was not good. Some residents had reflected that females might be sexually assaulted in overcrowded light rail vehicles. She opined that light rail vehicle could not accommodate 200 people so the MTRC had to purchase more vehicles and buses.

44. The proposer of Paper No. 26 added that the light rail transit had occupied a lot of road surface. The Transport Department had the responsibility to solve the overcrowding in light rail vehicles.

45. The proposer of Paper No. 32 added that the Transport Department should evaluate how many additional light rail vehicles could the roads in Tuen Mun, Yuen Long and Tin Shui Wai carry. She said the MTRC had removed the seats in some light rail vehicles. It was estimated that the MTRC would remove more seats for higher patronage. Besides, a crowded vehicle would bring about more opportunities for females to be sexually assaulted and more opportunities for males to be mistaken as molesters too. Therefore, the MTRC should purchase new light rail vehicles as soon as possible.

46. Mr. MOK of the Transport Department replied that the department had been watching the service level of the Light Rail and a Legco paper had indicated the current situation of the light rail service. The THB was conducting the Public Transport Strategy Study, inter alia, study of long-term development of the light rail including the feasibility of increasing the patronage based on the original light rail design and the current light rail system. It involved the study on the purchase of new light rail vehicles. Currently, the Public Transport Strategy Study was in progress and expected to be completed in the middle of 2017. The MTRC and the government departments would actively go with the findings of the study. On enhancing the light rail service, the MTRC had reserved resources to purchase new light rail vehicles and was discussing with suppliers about the details of the contract. Besides, the MTRC would commence major maintenance works for three damaged light rail vehicles. It was hoped that they would be put into operation in 2017. Moreover, the MTRC would arrange the frequency flexibility in light of the demands of the passengers.

47. Ms. LAM of the MTRC added that:

- (i) In 2016/2017, three light rail vehicles which were being overhauled would be put into operation again. At the time, they could specifically ease the demand during peak hours. Currently, the MTRC had increased special short haul trips to Tuen Mun pier during peak hours in the morning according to the demand for 507 so that students' demand during peak hours could be eased specifically;
- (ii) As the system of the Light Rail was open and passengers could take any route after entering the station, the MTRC found it difficult to calculate the actual loading of individual routes based on the gate record like the East Rail. It could only obtain the loading of each route by in situ field observations. Currently, the loading of the light rail transit was not calculated on the basis of 6 -7 persons per square metre or based on the design benchmark. It was the finding obtained from in situ field observations and surveys;
- (iii) The MTRC had to consider passengers' mode of travel, passengers' demands, matching with the design of junctions (intersections) and the actual operational design to study how to enhance the carrying capacity of the light rail transit. After service planning, it was initially estimated that ten vehicles could be purchased. The overall allocation was pending the findings of the Public Transport Strategy Study; and
- (iv) The Light Rail phase 1 vehicles had been overhauled as phase 4 vehicles, which were mainly used to enhance the overall facilities in the light rail vehicle and not change the seats only.

48. In light of a Member's suggestion that the issue should be passed to the Working Group on Traffic Problems within Tuen Mun District for follow-up action, the Chairman said it was not suitable to pass the issue to the working group to avoid too many issues for them to take follow-up action.

49. A Member agreed with the Chairman and recommended that the Transport Department and the MTRC should report on the progress later. If there was any break-through, the working group would take follow-up action to avoid too many issues for them to take follow-up action.

50. A Member enquired the MTRC whether the plan for buses to supplement the three light rail routes was feasible, and whether it could be passed to the working group or regarded as matters arising.

Action

51. Ms. LAM of the MTRC said the recommendation involved a lot of operational considerations and the recommendation concerned had to be studied carefully.

52. The Chairman concluded by saying that Transport Department and the MTRC should submit a written report to the TTC when there were findings from the study.

Transport
Department
MTR

**(F) Review the Criteria on Patronage and Standing Capacity of Buses
(TTC Paper No. 28/2016)
(Written Reply from KMB and LW)**

53. The Chairman said that the KMB and the LW submitted a reply before the meeting. The Secretariat distributed the written reply to Members on 5 May 2016.

54. The proposer of the paper said that currently bus compartments were overcrowded. Nevertheless, a lot of routes failed to meet the requirements for frequency increase according to the Transport Department's calculation method of patronage (i.e. the patronage in half an hour during peak hours). Currently, the standing capacity in the lower deck of a bus was 40 odd. He enquired about the criteria for the calculation of the figure (e.g. how many passengers could stand in a square metre) and whether the department would refer to the criteria of the MTR vehicles and change it to 4 persons per square metre.

55. Members offered their views and made enquiries as follows:

- (i) This paper was fully supported. It was pointed out that the TTC had discussed this issue in the past and the views concerned had been reflected to the Commissioner of Transport Department. He added that only buses in Hong Kong were allowed to carry standing passengers while travelling in highways. In fact, it was very dangerous. A crowded compartment would easily bring about sexual assaults. He sincerely hoped that the department would observe international standards and prohibit the buses which travelled highways from carrying standing passengers;
- (ii) The bus company mentioned in its reply that the current standing capacity of buses met the standard under CAP374A, Road Traffic (Construction and Maintenance of Vehicles) Regulations, Laws of Hong Kong. In fact, the law only provided that the number of passengers could not exceed the ceiling. Members showed concerns about the calculation method of the standing capacity and the

procedure it involved, and whether the department could make revisions for example, whether the bus company would submit a proposal to the department, or the department had worked out the standing capacity for different types of buses in accordance with the law;

- (iii) It was agreed that the TTC had discussed this issue for many years and also discussed the recommendation for the cancellation of standing capacity. He said that the residential coaches with seating were popular with the residents. The government should follow international practice to ban standing capacity on buses. Moreover, there were no double-decker buses in 1950-60s. Tuen Mun and Yuen Long belonged to the same network with fewer transport services. The situation had changed so the standing capacity on buses should be cancelled;
- (iv) It was pleasing to know that a Member submitted the paper again to discuss this issue. The reply from the bus company mentioned that CAP374A, Road Traffic (Construction and Maintenance of Vehicles) Regulations, Laws of Hong Kong had provided for the number of passengers on buses. But the law was formulated tens of years ago when there was no highway in the New Territories. The safety of passengers could not be protected nowadays. It was worried that passengers would not be protected by insurance if the accident was not caused by the driver's attitude;
- (v) It was agreed that the law was outdated and the department should review the policy on standing capacity on buses. The rise of population in the New Territories had led to the increase of demands for traffic service. But the department did not increase the bus frequency or increase the licences for residential coaches to satisfy the demand of residents;
- (vi) It was enquired about the department's justifications of providing standing capacity on buses, and how to protect the safety of the standing passengers who did not wear any seat belts on the highways; and
- (vii) Seated passengers could wear seatbelts but standing passengers did not have any seat belts to wear. They could only grab the handrails. If buses travel on highways, the passengers who were standing near the door would have the opportunities to be thrown out of the bus when there were serious accidents. It was recommended that the department should reduce standing capacity gradually.

56. The Chairman said he supported the recommendation made in the paper. He suggested writing a letter to the Legislative Council for follow-up action as the matter involved amendment to the law.

57. A Member opined that a letter should also be written to the THB which was responsible for the formulation of transportation policy. Another Member agreed that it was more suitable to write to the THB than the Transport Department. A Member supported writing letters to the Legislative Council and the THB. It was opined that the government should review the law concerned as residents needed more space when they took a means of transportation. The government should review the law concerned.

58. A Member suggested that the contents of the letter should cover two points: (a) Tuen Mun Road was a highway so buses should not be allowed to have standing capacity; and (b) the law should be amended to reduce the standing capacity as the calculation method of patronage of buses was different from the MTRC's. By doing so, the patronage of buses could be boosted with frequency increased.

59. The Chairman concluded by saying that the TTC would write to the Legislative Council and the THB requesting amendment to the law to cancel the standing capacity on buses.

Secretariat

[Post-meeting note: the two letters above were sent on 28 June 2016]

(G) **Request the Transportation Department to Explain the Rationale of Fare Increase Application of Green Minibuses**

(TTC Paper No. 29/2016)

Objection against Substantial Fare Increase of Green Minibus Routes 44, 44A, 44B, 44B1, 45, 49S

(TTC Paper No. 33/2016)

60. As the two issues above were related to fare increase of the green minibuses, they would be discussed together.

61. In relation to the application for fare increase by green minibus series 44, the proposer of the Paper No. 29/2016 said residents had reflected that the green minibus service concerned was poor. With the fall of oil price, he would like to enquire the department about the reason for the approval of the price increase. Besides, representatives of incorporated owners and owner management committees reflected

that the time for consultations was insufficient and there was no data on the routes of the green minibuses (e.g. expenditure, cost and income). Therefore, he requested that the operator's application for fare increase should be shelved. It was also hoped the Transport Department could explain the reasons for the fare increase and provide more data on the operation of the green minibuses for reference.

62. The proposer of the Paper No. 33/2016 said that there would be commitment to improvement of service or explanation for increase whenever there were applications for fare increase by public transports. On green minibus series 44, residents complained about long waiting time or their failing to get on the green minibus because it was full. Moreover, the margin of the fare increase of the green minibuses was 11.8 to 12.7%, which was much higher than the inflation rate at the same period. The Transport Department should explain how the additional increase would be used.

63. A Member said that the consultation paper should include such details as the operating situation of the routes of the green minibuses, reason for the increase and the commitment to the improvement of service (e.g. frequency and new vehicles). It seemed the Transport Department slightly cut the increase in the operator's application in order to force the public to accept the increase. It was unacceptable.

64. Mr. MOK of the Transport Department replied as follows:

- (i) The department handled the operator's application for fare increase with caution by thoroughly assessing the information submitted by the operators including the operating situation and cost. There would also be local consultations after assessment. The green minibus series 44 increased fares in February 2014 and the accumulated inflation margin for the period over 26 months was 7.1%. This time, the operator applied for an increase of 11 to 12%. Considering the factors like the operating situation of the routes and inflation, the recommended increase in the department's consultation paper was lower than what the operator's application and the inflation rate in the same period. Most of the routes would increase by 4 to 5%;
- (ii) During local consultations, most of the views reflected with the hope that the green minibus service should be improved. There were views that the department's recommended increase was reasonable;

- (iii) The department understood Members showed concerns about whether the operator would improve its green minibus services after fare increase. On this, the operator's attitude was positive. For example, the operator had offered pay rise to drivers two times since the last fare increase. There was pressure for pay rise in future too. To further improve service quality, the operator would employ more regulators and investigators at the locations where there were more passengers (e.g. Lung Mun Oasis, Yau Oi, Hung Kiu and Tsing Lun Road) for timely supervision and deployment of vehicles; and
- (iv) Green minibus series 44 had one hundred plus vehicles covering wide service area. The operator needed to deploy more resources to support the service level of this route package. The department usually observed that the route between Tuen Mun and Sheung Shui had high frequency with one trip in several minutes during peak hours. The department would continue studying with the operator on any proposals that could improve service. Apart from Sheung Shui, the operator also had a maintenance point in Tuen Mun to reduce maintenance time and enhance service stability. The department opined that the recommended increase had balanced the need for the operator to maintain stable service and citizens' expectations on reasonable fare. It was hoped Members would understand.

65. Members offered their views and made enquiries as follows:

- (i) It was disagreed that the operator had rigorously improved the green minibus service. For example, drivers had turned into the Yuen Long section of the Castle Peak Road from the green minibus stop at the Kin Sang Estate for several times when there were still seats available. They did not travel past the Siu Hong Court and Tsing Lun Road according to the original route. Residents complained that only two to three green minibuses came after waiting for an hour. There was no improvement even though the operator was called. Follow-up action was required;
- (ii) Residents reflected that they could not get on the green minibuses at Hung Kiu. There was no seat reserved successfully even though the operator was called. She said the Transport Department had shown preference to the operator allowing it to increase fare with unsatisfactory service. It was unacceptable;
- (iii) It was emphasised that Members did not necessarily object to fare increase. The main point was whether the fare increase was justified. However, the consultation paper did not explain the operator's work or provide related data;

- (iv) Residents complained about the green minibus service as it was poor. The operator should improve its service level before fare increase. He cited an example that the green minibuses were already full after passing the first few stops of the route. Therefore, residents at Kin Sang Estate could not get on them. After a phone call was made to the operator, only half-full green minibuses neared the stop. The department should investigate whether the green minibus service was adequate, the green minibus ran according to the original route, and the frequency of the green minibus could satisfy the demands of residents;
- (v) A site visit was paid to San Wei with the representative of the Transport Department. During peak hours in the morning, residents had to wait for three green minibuses before getting on one. The department should positively study the recommendation that the number of seats in a public light bus should be increased to 20. The green minibuses taking a short cut might be well-received by passengers on board but the passengers at latter stops of the route would think of a lost trip. Besides, it was enquired whether green minibuses running a short cut would make the passengers not insured;
- (vi) When series 44 applied for fare increase in the past, the service would be improved. But currently it seemed no one cared about the service level and residents including those unwelcome passengers who got on and off half way often made complaints. The green minibuses inadvertently running short cuts would possibly causing obstructions in the road and dangers. It would also anger the passengers who were waiting at coming stops of the route. He opined that the fare could be increased appropriately according to the inflation rate if the service level would be improved. Otherwise, residents would choose other means of transportation after the fare increase; and
- (vii) He often took green minibus 44 from Sheung Shui to Yau Oi and discussed the service concerned for several times. Series 44 was long haul route and taking a green minibus could save time. The department should facilitate coordination and study how to benefit all parties from the angle of citizen friendliness and reality. He acceded that residents were willing to pay more fare given the service level would be enhanced. But the current situation was residents could not get on a green minibus after waiting for a long time. He enquired how the department ensured that residents could get on a green minibus within reasonable waiting time. Moreover, the operator should let the general public understand its service improvement plan.

66. The proposer of Paper No. 29/2016 added that the department should disclose details of the operator's application for fare increase like the profit and expenditure of the routes. The operator should also be committed to disclosing the information of the operator's application for fare increase in future. As this differed from the views of Members and residents, the general public felt dissatisfied with the operator's application for fare increase.

67. The proposer of Paper No. 33/2016 added that Members and residents were not unreasonable. They mainly objected to significant fare increase and hoped to know more information like operating cost, drivers' remunerations, commitment to service improvement (including drivers' attitude) and the supports provided at the green minibus terminus.

68. The Chairman concluded by saying that the Transport Department should monitor the application for fare increase and take into consideration the views offered by Members when processing the application, e.g. cutting the margin of the increase and being committed to improving drivers' remunerations.

Transport
Department

(H) Request for Provision of Additional Resources to Speed Up the Processing of Applications for Street Lamps Installation in Village Areas
(TTC Paper No. 30/2016)
(Reply from the Highways Department)

69. The Chairman welcomed Mr LAM Wang-Kei Kiwanis, Engineer/Village Lighting of the Highways Department to the meeting. The Chairman said the Highways Department submitted a written reply to the TTC Paper No. 30/2016 before the meeting. The Secretariat distributed the written reply to Members on 5 May 2016.

70. The proposer of the paper said a group of residents from So Kwun Wat, Siu Sau Village, Ka Wo Li Village and Ngau Kok Lung Village submitted a petition to the Highways Department before the meeting. She had read the written reply from the Highways Department to understand more about the process of handling the application for village lamps. It was enquired about the quotas for village lamps every year in Tuen Mun district and the details of the Highways Department's comments that village lamp projects would be completed within three years. In her impression, she had applied for the provision of some street lamps at So Kwun Wat. Of them, works for three street lamps took five years to complete. For others, some were not installed even though the application was made two or three years ago. Moreover, she said the Highways Department had installed 335 village lamps in Tuen Mun for the

past ten years, i.e. about 33 village lamps only each year on average. There were some 30 villages in Tuen Mun but each village was allowed to have one street lamp only each year. She added that some elderly people fell down in darkness when they came home. It was hoped that the government would not ignore the demands of the residents in village areas.

71. Mr LAM of the Highways Department replied as follows:

- (i) Each year the Highways Department would set quotas for the Village Lighting Programme covering all the applications for village lamps throughout Hong Kong. The Highways Department did not set quotas for the applications in each district alone. For the past few years, the overall quotas for the village lamps were 400 each year. Most of the applications in Tuen Mun district which were included in the list of Village Lighting Programme would have lamps installed within three years after they were put in the list;
- (ii) All applications for village lamps involved the Home Affairs Department and the Highways Department. The Home Affairs Department was responsible for accepting applications, making co-ordinations, arranging priority according to the date of application and putting the applications into the Village Lighting Programme of the Highways Department in light of the quota proposal that year. Then it would be passed to the Highways Department to install the lamps according to the allocation of resources; and
- (iii) For the past ten years, there were 372 village lamp projects under the Village Lighting Programme. Of them, 335 street lamps had been completed. 19 street lamps belonged to the applications in 2015/2016 and the department was taking follow-up action on the projects.

72. A Member said that the Tuen Mun Rural Committee used to handle the application for village lamps as a whole. But it was possible for the residents to apply again by themselves. If any individual application took a very long period of time, the Tuen Mun Rural Committee would discuss again and reflect to the department concerned, hoping the application would be expedited. The Liaison Section of the Tuen Mun District Office would positively take follow-up action on the application for village lamps. Currently, villagers seldom went home in darkness. Most of them had fluorescent lamps installed in front of their houses or used torches when they went out and came home. Residents in need could seek help from the Tuen Mun Rural Committee.

73. The proposer of the paper said what she had talked about the residents' experience was not fabricated. Members should support the improvement of treatments and services to the residents in Tuen Mun and seek welfare for the under-privileged. She did not understand why there were no positive responses from other Members when she raised requests on behalf of the villagers. Although the Tuen Mun District Office had taken follow-up action on the application of village lamps, she did not have any channel to enquire about the progress on the works when the project was passed to the Highways Department.

74. A Member clarified that residents would mostly bring along lighting equipment to avoid going out in darkness when lighting system was poor in the past. Besides, he said that the Tuen Mun Rural Committee had not received any cases for help on the application for village lamps.

75. The Chairman said villagers in fact knew how to use folk wisdom to go out and come home under inadequate lighting. Currently, the most important was asking the department concerned to complete the village lamp projects as soon as possible.

76. Mr LAM of the Highways Department added that there were nine street lamps at So Kwun Wat and Siu Sau Village in the work list of the Village Lighting Programme. The department had issued consents on construction work for six street lamps and it was expected that work would be completed in three months. In fact, on the applications included in the work list of the Village Lighting Programme in Tuen Mun, the department would prepare a serial number for each project. Currently, the earliest case which was not completed because of the residents' objection was originated from the Lung Kwu Tan projects in the Village Lighting Programme in 2007/2008. HD was positively taking follow-up action with the Tuen Mun District Office. Any application which was not included in the work list of the Village Lighting Programme would possibly appear in the waiting list of village lighting facilities of the Village Lighting Programme in Tuen Mun District. HD failed to provide more relevant information. HAD indicated in the written reply that there were applications for 163 village lamps in the waiting list as at 30 April 2016.

77. The proposer of the paper said she hoped the Highways Department could provide her with the project information in the work list of the Village Lighting Programme involving nine street lamps at So Kwun Wat and Siu Sau Village. She added that residents specifically came and gave her a petition, hoping the Tuen Mun District Office would enhance co-ordination with the Highways Department for a better understanding of the progress on individual projects.

78. The Chairman concluded by saying that Mr LAM of the Highways Department should submit the information needed to the proposer of the paper after the meeting.

Highways
Department

(I) Strong Request for Resumption of Green Minibus Service between the Gold Coast and Tuen Mun Pier
(TTC Paper No. 31/2016)

79. The proposer of the paper said the green minibus service between the Hong Kong Gold Coast and the Tuen Mun Pier was cancelled with no reason many years ago. As the cross-boundary ferry service at the Tuen Mun Pier had resumed and residents needed to travel between Tuen Mun East and Tuen Mun West, it was enquired whether this route would be put to tender to resume the above service.

80. A Member said he supported the recommendation in the paper and agreed that residents needed to travel between Tuen Mun East and Tuen Mun West as a councillor serving the area of Tuen Mun Pier. One of the reasons why the above green minibus service was cancelled at the time was that the Macau ferry service at the Tuen Mun Pier ceased operation. As the ferry services to Macau and other areas in the Pearl River Delta at the Tuen Mun Pier had resumed, the department should consider resuming the above green minibus service.

81. The Chairman said that the green minibus operator ceased the green minibus service at the time because the Macau ferry service at the Tuen Mun Pier was terminated. Now that the cross-boundary ferry service at the Tuen Mun Pier had been resumed, the department could still consider having the above green minibus service put to tender again even though there might not be any response from an operator.

82. Mr MOK of the Transport Department replied that the patronage of green minibus 43D at the time was low with only a patronage of 290 only on average every day. The income from fare was too low to support the operation of the service so the operator could not but terminate the service upon long term losses. Residents could travel between Tuen Mun East and Tuen Mun Pier by taking the MTRC buses and Light Rail. The department noted Members' views on the above green minibus service. However, the department did not intend to resume the above route for the time being in light of the low patronage. In fact, the TMDC had recommended resuming the service of 43D when the cross-boundary ferry service at the Tuen Mun Pier was resumed in 2012. The department had conducted a survey on the recommendation but the findings of the survey showed that the patronage was too low

to support the green minibus service. According to the Marine Department, the patronage of the cross-boundary ferry service at the Tuen Mun Pier was similar to that in 2012. The department and the Marine Department would closely take note of any change in patronage and make revisions if necessary.

83. The proposer of the paper said that one of the considerations was the resumption of the cross-boundary ferry service at the Tuen Mun Pier. Nevertheless, she understood that residents in Tuen Mun East and Tuen Mun West hoped that there would be a green minibus service between these two places. The department did not conduct a survey to collect the utilisation rate of the cross-boundary ferry service, thus failing to evaluate the overall demands for green minibus service.

84. The Chairman concluded by saying that TD should consider Members' views, study and take follow-up action on recommendations in the paper.

Transport
Department

VI. Reporting Items

(A) Strong Request for Resumption of Green Minibus Service between the Gold Coast and Tuen Mun Pier (TTC Paper No. 31/2016)

Working Group on Tuen Mun External Traffic

85. Members noted all the contents of the paper.

86. The Chairman said members of the working group agreed at the meeting of the working group on 13 April 2016 that the KMB would provide Octopus add value service at the Tuen Mun Road Bus-bus Interchange by referring to the mode at the Tai Lam Customer Service Station, and would recommend this intention to the TTC. The Chairman said the TTC would write to the Lands Department to express support for the above plan if Members agreed.

87. A Member suggested writing in the letter that Octopus automatic add value machines should be installed by the government department before the customer service station was put into operation in response to residents' requests.

88. The Chairman responded that the Octopus automatic add value machines could not be installed if the Lands Department did not approve the land grant. The TTC should first write to the Lands Department to express support for the above plan.

Secretariat

[Post-meeting note: the above letter was sent on 28 June 2016]

Working Group on Traffic Problems within Tuen Mun District

89. Members noted all the contents of the paper.

90. A Member said the paper indicated that Ramps at the Entrances of Leung Tin Village and Tseng Tau Village would be deleted from the agenda of the next meeting of the working group. As the Architectural Services Department and the Transport Department had not contacted him for the site visit, he hoped the working group would continue discussion of this agenda as matters arising and go to the location concerned for site visit with the Liaison Officer of the Tuen Mun District Office. The Chairman agreed with this.

91. The Chairman said that the draft estimates of the district council appropriation for the financial year 2016/2107 were endorsed at the TMDC meeting on 3 May 2016. Of them, the two working groups under the TTC were granted budget appropriation totalling \$150,000.00. The two working groups discussed the action plans for this year at the meeting on 13 April 2016 respectively. Initially, there would be a study on the external traffic in Tuen Mun district and traffic safety promotion activities in Tuen Mun district. He asked the working groups to continue follow-up action on the details and budget of the action plans, including the preparation of a good action plan, invitation to tender with a partner organisation and the report to the TTC on the progress.

**(B) Report by the Transport Department
(TTC Paper No. 35/2016)**

VII. Any Other Business and Date of Next Meeting

92. Members noted all the contents of the paper and there were no comments.

93. The Chairman said that the MTRC had written to the TTC saying that they wanted to report on the new arrangements of the MTRC buses K53, K58 and 506 at this meeting. As the issue was related to the traffic matter within the district, he decided to invite the representative of the MTRC to attend this meeting and explain the above arrangements to Members. The related information was sent by emails to Members as attachment on 11 May 2016.

94. Ms LAM of the MTRC invited Mr Alan KWAN, Operation Manager of the MTRC buses to explain the arrangements of the MTRC buses K53, K58 and 506 with a slideshow on computer.

95. Members offered their views and made enquiries as follows:
- (i) A paper was submitted in 2012 in which it was recommended that the service of K58 should be extended to So Kwun Wat and run whole day. As Fu Tai was linked to the school net at So Kwun Wat, passengers who travelled between these two places needed not change bus. The combination of the MTRC buses K53 and K58 would benefit the residents in the vicinity of Fu Tai and Tuen Mun West. Therefore, the above proposal was supported. As there were often traffic congestions in the Castle Peak Road during rush hours in the morning, he hoped that the MTRC would be well-prepared to provide stable frequency;
 - (ii) In 2012, the traffic problem of students along the Castle Peak Road was discussed. The MTRC's plan to combine K53 and K58 could somehow respond to the residents' requests. It was hoped that the MTRC would consider upgrading the route to run whole day. Besides, he supported that terminus of 506 should be set up at Siu Lun so that its irregular frequency could be improved. He made enquiries and recommendations as follows: (a) it was recommended that the terminus of 506 should be set up in Siu Lun Street. After the terminus was set up at that location, there had to be adequate space for other vehicles to move past. The proposed site could also tackle the problem of goods vehicles being parked there illegally at night; (b) it was enquired whether there would be any noise affecting the residents nearby when the buses started in the morning; and (c) it was recommended that one more bus stop should be set up in Siu Lun Court near Tuen Mun Heung Sze Wui Road;
 - (iii) The MTRC submitted the paper only two days before the meeting so there was not enough time to consult residents. A site visit was paid only yesterday. Currently, the transportation service between Tuen Mun and So Kwun Wat was inadequate and the MTRC should improve. It should not cut other services to achieve this aim thus affecting another group of residents and causing dissatisfaction. Currently, quite a few students in Tsing Ha Lane, Sam Shing and Chi Lok relied on K58 to go to school. Its routing could avoid the traffic congestion near the Harrows International School. If they were forced to take a bus in the Castle Peak Road, the current frequency might not take the above patronage;
 - (iv) A Member was open to the MTRC's proposal for 506. As the paper was submitted to Members only two days before the meeting, there was not enough time to consult the passengers of 506. It should not be endorsed at this meeting in haste;

- (v) If the services of K53 and K58 would be provided only in the morning and the evening after they were combined with the last trip at 8 pm, she opposed the above recommendation and opined that the route should run whole day and the last trip should start later in the evening. Besides, there were residents coaches parked in Siu Lun Street. It was enquired whether there were enough spaces for the bus of 506 to be parked there;
- (vi) She was disappointed that K53 and K58 would not run whole day after they were combined. She received letters from residents with detailed reasons for their objections to the above proposal. The above letter could be passed to the MTRC as a reference. Although the combination of K53 and K58 would save resources, the trips of K53 were often full so there should be a better proposal to be studied;
- (vii) Originally, 506 was run by Light Rail. In light of the traffic works at the Pui To Light Rail Station, the MTRC suggested that buses should run the above route with the terminus at Yau Oi. Later, the terminus was relocated to Siu Kun so the trip was much longer. With so many changes, more time was needed to consult the views of the residents on the new arrangements of 506. It was recommended this issue should be passed to the Working Group on Traffic Problems within Tuen Mun District for follow-up action;
- (viii) Members' views and concerns about the terminus of 506 in Siu Lun Street were shared. It was not possible to consult residents completely in a short period of time. Therefore, this matter should be passed to the Working Group on Traffic Problems within Tuen Mun District for follow-up action. It was hoped that passengers' waiting time would be shortened and the problems caused by the siting of the terminus would be solved before conducting the consultation on the proposal;
- (ix) The frequency of the circulator route would be affected by road conditions easily. He supported changing 506 to a non-circular route. As there was enough time for the consultation, he did not object to further discussion at the Working Group on Traffic Problems within Tuen Mun District and consulting residents at the same time; and
- (x) It was agreed that the MTRC had submitted the paper too late so Members did not have enough time to digest it and consult residents. Therefore, he supported this issue would be passed to the Working Group on Traffic Problems within Tuen Mun District for follow-up action. Besides, he enquired whether the road

Action

design would be changed with the relocation of the terminus of 506 in Siu Kun Street, and whether the frequency and the number of fleet would remain unchanged after 506 was changed into a non-circular route .

96. The Chairman concluded by announcing that this matter would be passed to the Working Group on Internal Problems within Tuen Mun for follow-up action as most of the Members did not support the above proposal.

Working Group on
Traffic Problems
within Tuen Mun
District

97. Besides, the Chairman said the Secretariat had received six discussion papers after 27 April 2016, the deadline for the submission of a paper. Considering that one of the papers (i.e. TTC Paper No. 33/2016) was rather urgent, the paper was allowed to be discussed at this meeting while other papers would be arranged to be discussed at the next meeting. It was hoped to take this opportunity to remind Members that papers should be submitted on time according to the requirements of the standing order in future.

98. The Chairman added that a former councillor wrote to the Chairman and Members in the name of Action Group on Monitoring District Councillors. As Members were mentioned in the letter, he would like to respond at this meeting so Members would know. It was mentioned in the letter that the second TTC meeting was terminated on 11 March 2016. He responded that one of the matters to be discussed at the meeting was Bus Routes Planning Programme for Tuen Mun district, which used to be discussed in depth at another special meeting. In order not to hold up Members, it was decided to have some other issues discussed in two separate meetings to save the time needed for the meetings and avoid the termination of the meetings owing to insufficient Members. Therefore, the second meeting of the TTC and the first special meeting of the TTC were held successfully at last. Discussions of all the issues were completed without affecting the time and process of the meeting. As he had responded to the contents of the letter at the meeting, he would not make a further reply again or respond to the contents of the letter against him.

99. Members raised other matters as follows:

- (i) There were residents who complained about buses which were parked in the vicinity of the factories in Chun Wan Road. The KMB should remind bus drivers that they should not make so much noise affecting the residents when they parked their buses at night;

- (ii) Residents in Leung King Estate complained about buses which were parked at the Leung King terminus at night. They had occupied too many spaces and taxis could not move past. It was hoped that bus drivers should be reminded to properly use the six bus parking spaces approved;
- (iii) It was enquired whether the Transport Department could submit supplementary information to the Working Group on Traffic Problems within Tuen Mun District in relation to above bus parking issue, e.g. improvement recommended for the complaint; and
- (iv) In the last meeting, it was requested that the bus stop at the Sun Tuen Mun Centre should be widened. A site visit had been paid with the representative of the Transport Department but there had been no progress so far. It was hoped that the representative of the department would contact him as soon as possible.

100. Mr CHAN of the Transport Department replied that Ms CHING of the department would contact the Member in respect of the site visit.

101. There being no further business, the meeting closed at 2:53 pm. The next meeting would be held at 9:30 am on Friday, 15 July 2016.

Tuen Mun District Council Secretariat

Date: 13 June 2016

File: HAD TMDC/13/25/TTC/16