

Minutes of the 5<sup>th</sup> Meeting of  
the Traffic and Transport Committee (2016-2017) of  
the Tuen Mun District Council

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Date : 23 September 2016 (Friday)

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	9:30 a.m.	End of meeting
Mr LEE Hung-sham, Lothar, MH	TMDC Vice-chairman	9:32 a.m.	1:07 p.m.
Mr KWU Hon-keung	TMDC Member	9:35 a.m.	End of meeting
Mr TO Sheck-yuen, MH	TMDC Member	9:32 a.m.	End of meeting
Mr CHU Yiu-wah	TMDC Member	9:30 a.m.	10:41 a.m.
Ms KONG Fung-yi	TMDC Member	9:30 a.m.	End of meeting
Mr NG Koon-hung	TMDC Member	9:30 a.m.	End of meeting
Mr CHAN Yau-hoi, BBS, MH, JP	TMDC Member	9:34 a.m.	1:11 p.m.
Ms WONG Lai-sheung, Catherine	TMDC Member	9:50 a.m.	End of meeting
Ms HO Hang-mui	TMDC Member	9:41 a.m.	End of meeting
Mr LAM Chung-hoi	TMDC Member	9:33 a.m.	End of meeting
Mr TSUI Fan, MH	TMDC Member	9:30 a.m.	10:54 a.m.
Ms CHING Chi-hung	TMDC Member	9:30 a.m.	End of meeting
Ms LUNG Shui-hing, MH	TMDC Member	9:30 a.m.	End of meeting
Mr CHAN Man-wah, MH	TMDC Member	9:35 a.m.	End of meeting
Mr CHAN Manwell, Leo	TMDC Member	9:42 a.m.	12:24 p.m.
Mr CHEUNG Hang-fai	TMDC Member	9:30 a.m.	1:11 p.m.
Mr HO Kwan-yiu, JP	TMDC Member	9:32 a.m.	11:09 a.m.
Ms CHU Shun-nga, Beatrice	TMDC Member	9:30 a.m.	End of meeting
Mr TSANG Hin-hong	TMDC Member	9:32 a.m.	11:41 a.m.
Ms SO Ka-man	TMDC Member	9:30 a.m.	End of meeting
Mr KAM Man-fung	TMDC Member	9:42 a.m.	End of meeting
Mr MO Shing-fung	TMDC Member	9:30 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.	End of meeting
Mr NG Kwai-wah	Co-opted Member	9:30 a.m.	11:50 a.m.
Ms NGAI Tsz-yan, Tina(Secretary)	Executive Officer (District Council) 2, Tuen Mun District Office, Home Affairs Department		

By Invitation

Mr LEE Sai-hang, Kenneth	Engineer/Special Duty 1, Transport Department
Mr TANG Kam-kee	Senior Engineer/Covered Walkway 1, Highways Department
Mr CHAN Yip-lun	Senior Engineer 1/Noise Mitigation, Highways Department
Mr Louis SO	Senior Resident Engineer, Mannings (Asia) Consultants Limited
Ms Annie LAM	Assistant Public Relations Manager – External Affairs, MTR Corporation Limited
Mr Steven WAN	Manager, Traffic Operations, The Kowloon Motor Bus Co. (1933) Ltd

In Attendance

Mr MOK Ka-sing, Mark	Senior Transport Officer/Tuen Mun, Transport Department
Ms CHING Hoi-ying	Engineer/Housing & Planning/New Territories West, 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. CHONG Yat-man	Senior Land Executive/Small House & Rebuilding (District Lands Office, Tuen Mun)
Mr LIU Hing-wah	District Engineer/Tuen Mun, Highways Department
Mr WONG Ho-mau, Victor	District Operations Officer (Tuen Mun), Hong Kong Police Force
Mr WONG Lap-pun	Station Sergeant, District Traffic Team (Tuen Mun) , Hong Kong Police Force
Mr Kelvin YEUNG	Senior Operations Officer, The Kowloon Motor Bus Co. (1933) Ltd
Mr KUNG Syu-yan	Operations Manager (Department Two), Citybus Limited
Mr TSZE Chi-ho	Senior Operations Officer, Long Win Bus Company Limited
Miss CHAN Hoi-ting, Gillian	Assistant District Officer (Tuen Mun)2, Home Affairs Department

Absent with Apologies

Mr IP Chun-yuen	Co-opted Member
Mr LAI Yu-lok	Co-opted Member

**I. Opening Remarks**

1. The Chairman welcomed all to the 5th meeting of the Traffic and Transport Committee (“TTC”) 2016-2017.

2. The Chairman said that Mr LEUNG Wai-sing, William, Assistant District Officer (Tuen Mun) 2 had been transferred. On behalf of the TTC, he welcomed Ms CHAN Hoi-ting, Gillian, who took over Mr LEUNG, and thanked him for his co-operation with the TTC in the past.

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

**II. Absence from Meeting**

4. The Secretariat reported that it had received the application by Mr LAI Yu-lok for leave of absence as he was unwell.

[Post-meeting note: Mr LAI had submitted a medical certificate within two days after the meeting so this absence was approved by the TTC under Order 42(1) of the Standing Orders]

**III. Confirmation of Minutes of the 4th Meeting Held on 15 July 2016**

5. The above minutes were endorsed.

**IV. Matters Arising**

**(A) Expeditious Planning of Development of the Road, Traffic and Transportation Network between Tuen Mun and Tung Chung, the Airport, Macao and Zhuhai via Chek Lap Kok Link**  
**(TTC Paper No. 42/2016, paragraphs 53 – 59 of the Minutes of the 4<sup>th</sup> Meeting)**

6. The Chairman said the TTC discussed the development of the road, traffic and transportation network between Tuen Mun and Tung Chung, the airport, Macao and Zhuhai via Chek Lap Kok Link at the 4<sup>th</sup> meeting on 15 July. As Members opined that the recommendation in the paper was related to the routing of the Tuen Mun

Western Bypass, the TTC agreed to continue discussing this issue and asked the Transport Department (“TD”) to provide the latest information on the Tuen Mun Western Bypass for an overall discussion of the recommendation in the paper.

7. Ms CHING Hoi-ying of the TD said the department needed to do further surveys on the newly recommended routing as what the TD and the Highways Department (“HyD”) had explained at the meeting of the Tuen Mun District Council on 5 July 2016 and the meeting of the Traffic and Transport Committee under the Yuen Long District Council on 22 July 2016. A report would be made to the two district councils when there was any progress.

8. Mr MOK Ka-sing, Mark of the TD replied that the open information on the Tuen Mun - Chek Lap Kok Link had been forwarded to the bus company as said in the department’s reply at last meeting. The department would consult the district council (“DC”) through the Bus Routes Planning Programme when there were new revision proposals.

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

- (i) Apart from asking the departments concerned to provide explanations on the progress of the Tuen Mun Western Byass proposal at last meeting, Members also showed concerns about the department’s arrangements on public transport between Tuen Mun and the Lantau Island, the airport, Macao and Zhuhai. It was hoped that the department would submit the details of the routes concerned and the information on the Tuen Mun - Chek Lap Kok Link to Members;
- (ii) The department should not have forwarded the information on the Tuen Mun - Chek Lap Kok Link to the bus company for their consideration of routing. On the contrary, the airport bus service and new routes should have been put out to open tender as soon as possible. Otherwise, she would raise objection. The department’s failure to provide the DC with explanations on the traffic arrangement was a sign of disrespect for Tuen Mun. The TTC might raise this matter to the DC for follow-up. Besides, she supported that the service area of A33 would be extended to the vicinity of the Castle Peak Road and opined that the service of E33P should be extended to the vicinity of the Tuen Mun Pier;
- (iii) It was indicated that the Tuen Mun – Chek Lap Kok Link and the Hong Kong – Zhuhai - Macao Bridge were directly connected with Tuen Mun but so far the Tuen Mun District Council had not got a full picture of all the information concerned. The department concerned should provide a full disclosure at the next

meeting or the DC meeting. On the routing of E33P, she opined that it should travel past the north-western part of Tuen Mun. The Member concerned could submit a paper, asking the authority concerned to provide a bus route connecting the Tuen Mun Pier and the airport;

- (iv) The paper was submitted because the Tuen Mun – Chek Lap Kok Link and the Hong Kong – Zhuhai - Macao Bridge would be open gradually. As the department's reply was rash (e.g. it did not mention when the bus company would propose a new route and whether it would be put out to tender), it was suggested that the discussion of this issue should continue. Moreover, there were more than a hundred thousand people in the vicinity of the Tuen Mun Pier. It was hoped that the department would improve the transport service from the vicinity of the Tuen Mun Pier to the airport in light of the development of new traffic infrastructure;
- (v) The TD, a department which monitored transport service, was often slow in replying to Members' questions. If the department did not take Members' views seriously, the problems would not be solved;
- (vi) As the Tuen Mun – Chek Lap Kok Link and the Hong Kong – Zhuhai - Macao Bridge would be completed soon, quite a few cross-border bus companies were planning the corresponding arrangements. It was hoped that the Chairman would ask the department and the bureau to discuss the related traffic arrangements with Members as soon as possible; and
- (vii) It was supported that discussion of this issue should continue and the department would consult the DC on the traffic arrangement of the new infrastructure, thus improving the traffic in Tuen Mun.

10. The Chairman said the TTC should continue follow-up action on this issue. If necessary, it could be raised to the DC for follow-up action after discussion at the next meeting. He suggested the Secretariat should write to the Commissioner for Transport asking the department to provide the paper for the traffic arrangement of the Tuen Mun – Chek Lap Kok Link. The representative of the TD should reflect Members' views to the division concerned while the bus company should conduct a study on the bus routes for the Tuen Mun – Chek Lap Lok Link.

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

- (i) It was suggested that there should be higher ranking officials attending the DC meeting to provide explanations on the arrangements concerned. It should also be requested that the information on the traffic arrangements of the artificial island or intersection at Tung Chung should be provided so the complementary traffic facilities could be understood directly;
- (ii) It was suggested that the department and Members should go to the construction site concerned for a site visit and the information on the traffic arrangement of the artificial island and toll booths there should be provided. Besides, as Members' speaking time at the meeting was insufficient, the department explored local information by contacting Members. The DC should seek a more appropriate way of communication;
- (iii) Tuen Mun was one of the stakeholders of the Tuen Mun – Chek Lap Kok Link so there should be official discussion on these external traffic facilities. Besides, it was enquired whether department had sent the design information and plans of traffic arrangement for Tuen Mun – Chek Lap Kok Link by emails. If so, could the paper concerned be sent by email again or a link on web would be provided;
- (iv) The department's remark that the service of E33 was good was rejected. It was opined that the new route in the Tuen Mun – Chek Lap Kok Link should not be operated by Long Win ("LW"). Otherwise, there would be an allegation of collusion between businessmen and government officials; and
- (v) It was enquired whether the new bus service for the new development area or current area would be put out to tender by the department, and it was enquired about the contract period and renewal arrangement for the series of E33.

12. Mr MOK of the TD replied as follows:

- (i) It was understood that Members showed concerns about the impact on the traffic in Tuen Mun district after the Tuen Mun – Chek Lap Kok Link went into operation. If there were new proposals for revisions, the Department would conduct consultations through the Bus Routes Planning Programme. He would also reflect Members' concerns to the division concerned;

- (ii) The Working Group on Traffic Problems within Tuen Mun District had discussed the issue of putting series E33 out to tender again and the department replied at the working group that series E33 of LW could provide timely and efficient bus service and could generally satisfy the needs of passengers. Therefore, the department had no plan to put it out to tender again and would observe the service of E33 closely;
- (iii) The department would examine the development project for the new district and the complementary facilities of the current public transport, and would plan in light of the real situation. Moreover, the franchised bus service in Hong Kong would be handled on the basis of franchise for a period of 10 years in general. When the franchise was about to expire, the government and the bus company would discuss the extension of the franchise and consult the Legislative Council and the DC;
- (iv) After the meeting, the department would reply on the project information of the Tuen Mun – Chek Lap Kok Link and the expiry date of the franchise of the LW; and
- (v) The department had replied at last meeting that they had submitted the information of the traffic arrangement of the Hong Kong – Zhuhai – Macao Bridge to all DCs through the Secretariat in March 2016 (Please refer to paragraph 58 of the minutes of the 4<sup>th</sup> meeting.

[Post-meeting note: The TD said that the current franchise of the LW commenced on 1 May 2013 and would end on 1 May 2023]

13. The Chairman concluded by asking the TD to reply to Member's enquiries. The Secretariat was asked to write to the Commissioner for Transport, asking the department to send the officer in charge of the project to provide explanations on the related information and arrangement of the project. Then the discussion of this issue would continue after the reply from the TD. Besides, he asked the Secretariat to send the information of the traffic arrangement for the Hong Kong – Zhuhai – Macao Bridge by emails again.

TD,  
Secretariat

[ Post-meeting note: the Secretariat sent the information of the traffic arrangement for the Hong Kong – Zhuhai – Macao Bridge to Members by emails again on 6 October 2016 and the letter was sent on 20 October 2016 ]

**V. Discussion Items**

**(A) Provision of Cover to Walkway**

**(TTC Paper No. 47/2016)**

**(Paper No 1 distributed at the meeting)**

14. The Chairman welcomed Me LEE Sai-heng, Kenneth, Engineer/ Special Duty 1, of the TD and Mr TANG Kam-kee, Senior Engineer/CWY 1 of the Highways Department to the meeting.

15. Mr Lee of the TD gave a presentation on the content of the plan for the provision of cover for pedestrian walkway with slideshow.

16. The Chairman said that the District Facilities and Management Committee (“DFMC”) under DC had a check list on the provision of cover on pedestrian walkway (paper No.1 distributed at the meeting (“check list”) for Members’ reference.

17. A Member enquired whether the TD and the HyD would go to the DFMC and briefed on the paper again, and whether DFMC would take follow-up action.

18. The Chairman said that there were additional resources from the programme so Members could choose one pedestrian walkway from the check list of the DFMC for the provision of cover by the department. The DFMC would continue follow-up action on the projects that had not been completed on the check list. Members could consider according to pedestrian flow and urgency and submit a proposal to the Secretariat before the middle of October.

19. Ms CHAN Hoi-ting, Gillian, Assistant District Officer (Tuen Mun) 2 added that Members needed not decide on the location for the provision of cover hastily at this meeting. After consolidating the content of the department’s briefing and referring to the check list, they could consider an appropriate location for the provision of cover and put forward the proposal in the middle of October. The TTC would make decision at the next meeting after the department had studied the feasibility.

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

- (i) The information in item 9 of the check list was not accurate. His original suggestion was the provision of cover for the pedestrian walkway to the two footbridges in Ming Kam Road to facilitate the residents and the passengers waiting at the outdoor bus stop. It was not the extension of bus stop shelter as

stated in the paper. The Ming Kam Light Rail Station was not involved either. Therefore, he did not understand the intention of writing a letter to the bus company and consulting the MTRC;

- (ii) It was enquired about the general scale of the cover for pedestrian walkway built under Category D (i.e. budget estimate below 30 million) mentioned by the department;
- (iii) The provision of cover for pedestrian walkway was under the terms of reference of the DFMC and the cover for pedestrian walkway did not have much relation with the Universally Accessible or the aged-friendly concept. He suggested that the government should increase resources for the programme. Otherwise, the DC would find it difficult to reach a consensus on the location for the provision of cover for pedestrian walkway;
- (iv) As the government had reserved resources for the facilities in Tuen Mun district, the DC should perform their duties and actively choose a pedestrian walkway in need for the provision of cover. He suggested that Members should refer to the DFMC's check list or propose other new locations with a proposed location to the department for provision of cover after consultations at the level of working group. Moreover, he opined that Members should speak precisely and concisely and discussions should also be useful;
- (v) The location of the lift retrofitted under the Universally Accessible programme was recommended by the HyD. However, some of the proposed locations had little pedestrian flow, e.g. the footbridge at the south Siu Hong. Besides, the check list of the DFMC was the result gained after discussions at several meetings. It was also necessary to have an understanding of the land right issue with the department concerned. He opined that it was not appropriate to discuss the check list of the DFMC and this issue together. It was suggested that the department should provide possible locations to the DC to avoid Members from arguing non-stop, and to continue offering views on the check list;
- (vi) According to the note at item 8 of the check list, the stretch of road overlapped with the routing of the Tuen Mun Western Bypass involving three trees. But he opined that the routing of the Tuen Mun Western Bypass was not confirmed and the three trees were seedlings so the project was technically feasible. It was hoped that the department concerned would take his views seriously; and

(vii) The original intention of the provision of cover for pedestrian walkway was to prevent residents from sunshine or rain. As there were a lot of buildings in the community, it was suggested considering from the angle of environmental protection to plant trees for the provision of shade.

21. The Chairman asked the Secretariat to pass Members' views on items 8 and 9 in the check list to the DFMC to take follow-up action. It was also suggested that the HyD should choose three possible pedestrian walkways from the check list of the HyD so the TTC could arrange the priority at the next meeting.

Secretariat

22. A Member enquired whether locations not provided in the check list could be suggested to the department for consideration. (The Chairman adjourned the meeting for 5 minutes as many Members spoke at the same time)

23. The Chairman concluded that Members could submit proposals to the Secretariat in October so the TD and the HyD would study the check list and Members' proposals. Then information could be provided for a possible project at the next TTC meeting for follow-up action.

Secretariat,

TD, HyD

[Post-meeting note: the Secretariat informed Members of the arrangement for the submission of proposal by email on 6<sup>th</sup> October 2016. As at the date of deadline (i.e. 19 October), the Secretariat had received three new proposals, which were forwarded to the TD and the HyD afterwards]

**(B) Contract No. HY/2014/14 - Retrofitting of Noise Barrier on Tuen Mun Road - Fu Tei Section**  
**(TTC Paper No. 48/2016)**

24. The Chairman welcomed Mr CHAN Yip-lun, Senior Engineer 1/Noise Mitigation of the HyD and Mr SO Kai-cheong, Senior Site Engineer of the Mannings (Asia) Consultation Limited ("Consulting Firm") to the meeting.

25. Mr CHAN of the HyD and Mr SO of the Consulting Firm gave a presentation on the temporary traffic arrangement of the works with slideshow on computer.

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

(i) At the beginning of the works, residents might not get used to the arrangements of traffic diversion. It was hoped that the department would provide clear instructions to pedestrians and cyclers. Moreover, there should be brighter lighting in the vicinity of Tuen Fu Road as it was darker at night there;

- (ii) It was supported that there should be more instructions at the location of diversion heading Yuen Long to facilitate the people who went for a stroll and jogged there. Besides, as the works might be carried out at night, it was worried that the residents in the neighbourhood might be disturbed by noises. It was enquired what measure the department would take to reduce the impact on residents; and
- (iii) It was concurred that the department should properly carry out acoustic treatment and it was enquired about the arrangement of compensatory planting after the trees were removed.

27. The Chairman said it was suggested that the department should pay a site visit with the DC member of the constituency concerned in order to remove their worries.

28. Mr SO of the Consulting Firm replied that the construction area of this project mainly involved the shrubs on either side of the road. Of them, two *Gossampinus malabarica* would be removed, which would be compensated with four *Lagerstroemia speciosa*. The works would be done by silenced machinery. The DC member of the constituency concerned would be invited to pay a site visit and study other feasible measures together.

29. The Chairman said that the removal of one tree should be compensated with three trees. It was hoped that the department would consider Members' views and often liaise with Members for follow-up action.

HyD

**(C) Repeated Request for Advancing the First Departure of Route No. 962X  
(TTC Paper No. 49/2016)  
(Paper No. 2 Distributed at the Meeting)**

30. The Chairman said the TD submitted a reply before the meeting. Members were asked to read paper No. 2 distributed at the meeting.

31. The proposer of the paper said he felt unfortunate at the department's reply. Currently, the first trip of 962X departed in Tuen Mun at 8:40 am while the trip departed on Hong Kong Island was not early enough. Although there was alternative route and one additional trip of 962S to ease the loading along the Castle Peak Road, residents still hoped 962X could depart earlier. The department said 962S and 962X could satisfy the demands of passengers. As there was traffic congestion in the Castle Peak Road near the Harrow International School Hong Kong ("Harrow") coupled with the road widening works in future, passengers on 962X would somehow be stuck in

the Castle Peak Road. If the first trip of the 962X could depart earlier, the passengers in the vicinity of upstream section (e.g. the vicinity of Sam Shing, Hanford Garden and Siu Lun Court) could take 962X instead and not 962S which would travel via the Castle Peak Road while the residents in the Castle Peak Road in the downstream could take 962S easily. Moreover, he had found that there was a 962X which did not stop at the bus stop at Chi Lok Garden as the bus was full. It was different from the department's remark that there was a patronage of 70% in the first trip.

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

- (i) The recommendation in the paper was supported, i.e. the first trip of 962X should depart around 6 am instead of 8:40 am. The department said there were other alternative routes before the first trip of 962X departed. Somehow, 962X did not travel past the vicinity of Goodview Garden, Nerine Cove, Oceania Heights and Lesea Crest failing to satisfy the demands of the passengers there in the morning. The department's reply that the first trip had a patronage of 70% did not focus on the problem. As she observed, 962S had been full when it reached the Aegean Coast. If the residents in the vicinity of Sam Shing and Chi Lok took 962X instead, it was believed the situation would be much better;
- (ii) The department should have considered the recommendation in the paper and solved residents' problem seriously to cope with local demands. However, the department only reiterated that the current service had met the residents' demands and failed to take follow-up action with the bus company; and
- (iii) The headline in the paper starting with "repeated" proved that the DC member of the constituency concerned made repeated request that 962X should depart earlier based on her understanding of the residents' bus taking mode so residents did not need to take a bus of winding route for work. The department said there were other alternative routes for the service but it was avoiding the problem only. It was hoped that the department and the bus company would consider the recommendation in the paper again based on the current situation.

33. Mr MOK of the TD said that as mentioned by the department in its reply, using a special trip to satisfy local demands would be more effective since the demand during the peak hours in the morning was greater. Before 962X departed, there were other special trips (e.g. 962P and 962A) which could satisfy local demands. The residents in the vicinity of Goodview Garden could take KMB bus 961 and there were also 962S and 962B for the residents in the vicinity of Chi Lok to choose. On the Members' concerns about the traffic congestion in the Castle Peak Road near the

Harrow section, the department had repeatedly eased the traffic at the roundabout through different measures and would continue close observation on the condition of the loading of 962S in the downstream section.

34. The proposer of the paper reiterated that advancing the first departure of 962S could ease the demands for 962S while the traffic congestion in the Harrow section of the Castle Peak Road had affected the vicinity of the Kam Fai garden. He opined that 962B was not well-received by the residents. When there was no 962X, they would rather take 962 or 962S so there should be follow-up action on the recommendation of the paper.

35. A Member suggested that the Working Group on Tuen Mun External Traffic should take follow-up action on this issue. Another Member supported this and said the department should conduct a study with the bus company as soon as possible.

36. The Chairman concluded by saying that this issue would be passed to the Working Group on Tuen Mun External Traffic for follow-up action.

Working Group on  
Tuen Mun External  
Traffic

**(D) Request for Stringent Control of Paving Works**  
**(TTC Paper No. 50/2016)**

37. Mr LEE Chun-wah of the TD replied as follows:

- (i) The department had been monitoring the works which would affect public transport. If there were any major works (e.g. when there were many projects or the complexity was higher), a co-ordination group would be formed to vet the temporary traffic arrangements, and the members would include the contractor or consulting firm applying for road closure, representatives of the TD and the police. The group would examine the plans and traffic arrangements submitted by the contractor and consider the impact that the temporary traffic arrangements would cause on the pedestrians, vehicles and road safety, and whether the arrangements would maintain smooth traffic;
- (ii) On the works at the site of the Bloomsway in Tsing Ying Road as mentioned in the paper, the department noticed that the contractor failed to carry out works in summer vacation in accordance with the plan in the application. For example, the area of road closure had exceeded the scrutinised arrangement and there was no corresponding temporary arrangements after removing the road marking, thus affecting the traffic at the roundabout of Tsing Ying Road;

- (iii) Upon knowing that the works of the Bloomsway in Tsing Ying Road failed to comply with the rules, the department immediately sent officers to the site for follow-up action and asked the contractor to do rectifications as soon as possible. Apart from the works in the daytime, the contractor was also urged to maintain road safety (including paying attention to the give-way markings and signs) and if necessary, carry out the works at night, so smooth traffic could be maintained in the daytime. The contractor completed the works in the last ten days of August; and
- (iv) The department had asked the police for timely assistance to ensure road safety.

38. A Member said she contacted the TD on her own initiative and asked the contractor to complete the works before Harrow started school after she found the works of the Bloomsway had caused confusion to the traffic in the Castle Peak Road in early August. Therefore, she understood the co-ordination between the department, the contractor of the Bloomsway and Harrow very much. In mid-August, she went there for an inspection. At the time, the contractor of the Bloomsway promised her that the works which affected the trunk section of the Castle Peak Road would be completed before 23 August to avoid traffic congestion in the vicinity of the trunk road and the Tuen Mun Highway. On 23 August and after the school started, she noticed that the road section concerned was opened and the frequency of the buses along the way had improved. It was hoped that the department would step up monitoring the road condition and require that Harrow students had to take school buses so the residents in Tuen Mun could gain access.

39. The proposer of the paper added that the works were not finished completely as he had observed. Some of the road surface was uneven. Besides, the works of the Bloomsway under the bridge near the Tuen Mun Highway failed to comply with the rules. It was suggested that the works should be performed with silenced machinery at night. Currently, there was traffic congestion in the Castle Peak Road during the peak hours in the morning and afternoon with the queue going to the Seaview Garden and Kam Fai Garden. The project of the Bloomsway was only one of the road works. It was hoped that the department, the HyD and the police would observe whether the works would affect the traffic and generate noises at night, pay attention to the work schedule and the use of the roads concerned when they examined and approved any works in future. He suggested that the Working Group on Traffic Problems within Tuen Mun District should continue follow-up action on this issue.

40. Members offered their views and made enquiries respectively as follows:

- (i) It was concurred that the department should seriously monitor paving works because a few works in the district were performed improperly or repeatedly. When there were works in Ming Kam Road and the road section at Light Rail Station outside Shan King Estate, for example, the works vehicle was parked in the vehicular access of Shan King Estate without application and caused traffic congestion. It was hoped that department concerned would pay attention to this;
- (ii) There had been continual road re-paving works in the Castle Peak Road from Siu Lam to the Hong Kong Gold Coast in recent years but no department was responsible for the co-ordinations. For example, several days before the drainage works between Hong Fai Road and the Palatial Coast began, a department had been paving the road there. It had proved that there was a lack of co-ordinations between the HyD, Water Services Department, communications companies and the power company. This not only caused disturbances to the citizens, but was also a waste of money and not environmentally friendly;
- (iii) The TD should have a good road management. According to her observations during her MTRC bus trip to the Castle Peak Road and her discussion with the representative of the department, the department should adjust the traffic signals outside the Chung Shing Benevolent Society Mrs. Aw Boon Baw Secondary School to ease the congestion caused by the four-lane traffic at Chi Lok while turning into the one-lane Castle Peak Bay, especially when there were more vehicles going to the Castle Peak Road via Chi Lok Lane than Hoi Wing Road;
- (iv) It was indicated in the DC in the last tenure that the HyD did not have adequate supervision on the paving works. The department should reply whether they would co-ordinate the works in adjacent road sections within 12 to 24 months. It was also suggested that contractors should increase the progress of the works and reduce the impact on the road conditions. However, the title of the paper should cover the paving works in the whole district and not just focus on the road works in the vicinity of the Castle Peak Road; and
- (v) It was concurred that the departments concerned should complete the works in the Castle Peak Road as soon as possible to avoid traffic congestion affecting the vicinity of Fu Tai.

41. Mr LEE of the TD replied that he had reflected to the division concerned that a Member hoped the department could adjust the traffic light signals at the junction of the Castle Peak Road (Castle Peak Bay) for the traffic going to the Hong Kong Gold

Coast from the junction of Hoi Wing Road. The department opined that the traffic congestion was caused by the fact that the traffic could not be eased in time after going into the Castle Peak Road (Castle Peak Bay). The department would continue monitoring the situation.

42. Mr LIU Hing-wah of the HyD replied that the application for an average Excavation Permit would include the examination and approval of temporary traffic arrangements, which would be jointly handled by the representatives of the HyD, the TD and police. On the monitoring work during the construction period, the HyD would be responsible. Currently, road works would involve a lot of organisations. Apart from government departments, there were private developers and public utilities, etc. During the construction period of the road works, the HyD would monitor the organisations including the department, impose penalty on offenders and hold meetings with the representatives of the organisations concerned regularly to reflect their performance. The department would step up patrols and inspections, resources permitting.

43. The Chairman said he thanked the departments for their efforts on the traffic control. It was hoped that the departments would consider Members' views and continue sending officers to take follow-up action. The HyD should monitor the works and the paving progress. He concluded by asking the Working Group on Traffic Problems within Tuen Mun District to take follow-up action on the road works in the stretch of the Castle Peak Road set out in the paper. If necessary, he would pay a site visit together.

Working Group on  
Traffic Problems  
within Tuen Mun  
District

- (E) **Request for Provision of Additional Car Parking Spaces in Tuen Mun Area 18 (TTC Paper No. 51/2016)**  
**Request for Provision of Additional Motorcycle Parking Spaces in Po Tin Estate (TTC Paper No. 53/2016)**  
**Request for Provision of Private Car Parking Spaces under the Hong Kong-Shenzhen Western Corridor Flyover (Tsing Chuen Wai Section) (TTC Paper No. 54/2016)**

44. As the three issues above were related to parking spaces, the TTC would discuss them together.

45. The proposer of the paper No. 51 said the DC had been discussing the issue of parking spaces for many years. The paper said there were 3,800 households of residents in Lung Mun Oasis where there were no hourly parking spaces. They had to rely on the seven roadside parking spaces in Yip Wong Road and Lung Chak Road

only to meet their needs. With more and more people driving to Lung Mun Oasis from other districts to enjoy delicacies, illegal parking and double parking in Road D4 had becoming serious. The residents even made a report to the police because of the nuisance at night. It was suggested that additional parking spaces should be provided in Lung Fu Road to ease the demand

46. The proposer of the paper No. 53 said that motorcycle parking spaces were insufficient in Po Tin Estate. There were about 8,000 households sharing six parking spaces so residents had to park illegally or look for parking spaces in the adjoining Kin Sang Estate. The representative of the department and she had paid a site visit there before the meeting. It was hoped that there would be additional motorcycle parking spaces near the Po Tin Estate bus terminus (e.g. the vicinity of Hing Kwai Street and Hing Fu Street). It was suggested that this issue should be passed to the Working Group on Traffic Problems within Tuen Mun District for follow-up action.

47. The proposer of paper No. 54 said that he had submitted the paper on the issue concerned for the second time. It was hoped that the problem of illegal parking in the vicinity of Tsing Chuen Wai Road and Mak Yuen Wai Road at night could be solved. As Tsing Chuen Wai Road carried one lane traffic only, heavy vehicles like fire engines could not pass through when there were vehicles parking on either side of the road. There were also vehicles and bicycles parking on either side of Ng Lau Road. It was hoped that the police could step up law enforcement to avoid accidents caused by road users whose sightline was blocked. It was also suggested that the representative of the TD should pay a site visit with him together after the meeting and study improvement measures and the feasibility of provision of car parking spaces under the Hong Kong – Shenzhen Western Corridor. Besides, the TD should provide more parking spaces for residents in respect of the development of Area 54 in future.

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

- (i) Motor-cycle parking spaces in different areas of the district (including Fu Tai Estate) were insufficient. It was suggested the Working Group on Traffic Problems within Tuen Mun District would take follow-up action on the demands of motor-cycle parking spaces in other areas of the district to facilitate the department to take overall follow-up action and pay inspections;
- (ii) Letters were written to the TD twice requesting that the bicycle parking spaces in the vicinity of Siu Hong Court should be changed into motor-cycle parking spaces but there had been no reply so far. It was hoped that the TD would take

follow-up action and pay a site visit with him together, and the Working Group on Traffic Problems within Tuen Mun District would take follow-up action on this matter;

- (iii) It was concurred that there were insufficient car parking spaces in Area 18 with a lot of illegal parking, e.g. the section of Tuen Tsing Lane turning into the New Tuen Mun Centre. The illegal parking in Road D4 had obstructed bus access, causing traffic congestion up to Wong Chu Road and a report was made to the police eventually. It was suggested that there should be additional roadside parking spaces. In the long term, there should be land for a multi-storey car park;
- (iv) It was opined that illegal parking originated from insufficient parking spaces in the district. For example, there was motor-cycle illegal parking everywhere in the vicinity of the Tuen Mun Pier. The TD should consider revision of the guidelines to allow the increase of supply of parking spaces in Tuen Mun;
- (v) The government's current planning direction was not to build multi-storey car parks. It only relied on private housing estates to supply parking spaces so there were insufficient parking spaces. As Tuen Mun was in remote area, quite a few residents had to drive. The government should consider relaxing the regulations to increase the number of parking spaces. It was suggested writing to the Development Bureau to reflect this view;
- (vi) Many years ago, there was a campaign to fight for motor-cycle parking spaces in Po Tin Estate and Tin King Estate but the process was not smooth. After several discussions with the TD, the request was achieved four years later. If there were not too many areas involved, Members could provide information to the working group and allow the department to reply one by one in order to ease the problem of insufficient parking spaces as a whole. It was just worried that the department did not have enough manpower to cope with the work load; and
- (vii) When the government recovered the land originally used as a temporary car park in the vicinity of Leung King and Tin King for housing development, she had submitted a paper asking for another land for the provision of parking spaces as compensation. At the time, the TTC had passed her views to the Planning Department but there was no follow-up action afterwards. She hoped that the government would make a long term plan, e.g. revising the ratio between the population and car parking spaces and conducting a study for the feasibility of underground car parks.

49. The proposer of paper 53 said that as there was no multi-storey car park in PoTin Estate and the LINK REIT divested the real estate in the district, the problem of insufficient parking spaces there was much more serious. She thanked the representative of TD to pay a site visit with her. It was hoped that the department would consider the provision of additional motor-cycle parking spaces on the government she suggested. It was also suggested that this issue should be passed to Working Group on Traffic Problems within Tuen Mun District for follow-up action.

50. The Chairman said Members should understand there were many considerations for the provision of additional parking spaces and they had to maintain communications with the departments. If there was any suggestion on the locations, a paper should be submitted for follow-up action. He concluded that issues in the three papers would be passed to the Working Group on Traffic Problems within Tuen Mun District for follow-up action. The working group would write to the Planning Department to reflect the views on the reconsideration of car park arrangement after collecting Members' suggestions.

Working Group on  
Traffic Problems  
within Tuen

**(F) Request for Provision of Free Wi-Fi Service at Public Transport Interchanges, Tuen Mun Road Bus-bus Interchange and in Train Compartments**

**(TTC Paper No. 52/2016)**

**(Replies from the Office of the Communications Authority and the Office of the Government Chief Information Officer)**

51. The Chairman welcomed Ms LAM Yuen, Assistant Public Relation Manager – External Affairs of the MTRC to the meeting. He said that the Office of the Communications Authority and the Office of the Government Chief Information Officer submitted replies respectively before the meeting and the Secretariat distributed the replies to Members on 21 September.

52. The proposer of the paper said that currently there were only 12 public transport interchanges which provided WIFI service but the number was not adequate. It was hoped that the government would provide the related service at other public transport interchanges in the district (e.g. the Tuen Mun Pier, Fu Tai and bus-bus interchange). Besides, it was disappointing that the means of transportation under the MTRC did not provide WIFI service. However, as some buses had provided free internet service, it was believed the Light Rail and the West Rail could provide the same kind of service. It was hoped that the MTRC would conduct a study on this.

53. Ms LAM Yuen of the MTRC replied as follows:

- (i) Currently, there were free internet service at all MTRC stations (except Light Rail stations) and passengers could freely connect to the internet. Of them, 13 stations had I-centre which provided computers for the passengers to use internet service five times at 15-minute intervals. It was believed the current WIFI hot spot service was sufficient;
- (ii) The relevant departments of the MTRC had noted the views offered in the paper, which would be used as reference to upgrade the station service and facilities in future. However, there was no such related plan for the time being; and
- (iii) In fact, the MTRC had been putting resources to upgrade light rail service and station facilities. For example, starting in September 2014, the light rail service had extended service hours so passengers of the last trip of the West Rail could connect to different light rail stations. Since 2015, there were 2-in-1 ticket vending machines and relocation of the ticket gates. At the same time, the MTRC planned to replace the wooden seats at light rail stations and update the passenger information display board. The company would continue taking note of the passenger's needs and consider the priority of putting resources on the arrangement of upgrading of facilities and services.

54. Mr YEUNG Chun-wai of the Kowloon Motor Bus ("KMB") replied that the Bus Interchange (both directions) provided 15-minute free WIFI service to passengers.

55. The proposer of the paper said that passengers hoped the bus stops other than the Bus-bus Interchange would provide free WIFI service and they could use internet service when taking the MTRs. It was hoped that the MTRC would conduct a study again. Besides, she suggested the MTRC would consider moving the wooden chairs to the location not affected by rain or wind when the station facilities were upgraded. On the passenger information display board, the MTRC should take care of the needs of the visually impaired people.

56. A Member said it was learned from the media that the Innovation and Technology Bureau ("ITB") planned to increase the WIFI hot spots throughout Hong Kong from three thousand to about some twenty thousand. It was suggested writing to the ITB for the proposal to increase additional WIFI locations. The bureau was asked to consider the provision of more WIFI hot spots to benefit the citizens by public-private partnership.

57. The Chairman concluded by saying that operators of public transportation had noted Members' views and would reply at this meeting.

**(G) Request for Provision of Covers to GMB Stops for Route 44 in Tuen Mun District**

**(TTC Paper No. 55/2016)**

**(Paper No. 3 distributed at the meeting)**

58. The Chairman said the TD had submitted a reply before the meeting. Members were asked to read paper No. 3 distributed at the meeting.

59. Mr MOK of the TD replied that as what had mentioned in the reply, the green minibus ("GMB") stops were passenger facilities. The department would encourage operators to consider the provision of covers at suitable locations according to their operational conditions, passengers' demands and technical feasibility. The department had passed the locations for the provision of covers proposed in the paper to the operators for consideration but so far there had been no reply. In the District Minor Works Programme of the DFMC, there was a project for the provision of rain shelter. Provision of rain shelter near the GMB stops would facilitate the passengers.

60. A Member said not all the GMB stops were suitable for the provision of a rain shelter. It was enquired whether the TD had any guidelines requiring that the operator should be responsible for the provision of cover, whether the TD was responsible for examination and approval only and public money would not be used to build the rain shelter, and which GMB stops could meet the requirements for the provision of rain shelter. Besides, she pointed out that except route 44A, all other routes at the GMB terminus at Sheung Shui had covers. It was enquired whether the operators or the government was responsible for the provision.

61. The Chairman said after some termini or interchanges were built by the government, different routes of transports would be arranged for the entry. He would like the TD to clarify whether the operators should pay for the provision of GMB stops by themselves, and whether they needed to apply to the department. On the terminus of 44A in Sheung Shui, he opined that the operator could build the cover for it, but the application had to be approved by the department.

62. Members continued offering their views and making enquiries as follows:

- (i) The views offered in the paper were supported. In particular, the GMB stops in Tuen Mun Town Centre and the Melody Garden were not far away from other

bus stops and there were a lot of users. It was enquired whether the TD would co-ordinate and allow one single operator of public transport to build a longer cover. It was also enquired whether the government had any plan to provide subsidy for this;

- (ii) It was enquired about the application procedure if local people were willing to provide resources for the provision of cover for GMB stops;
- (iii) It was believed that when the TD discussed with the operators for the contract renewals, additional conditions on the provision of cover for GMB stops would be much more effective than the current policy of encouragement; and
- (iv) This paper reflected citizens' livelihood. For example, citizens waiting for 44A at Hung Kiu on rainy days would stand under the nearby footbridge to shelter from the rain. When a GMB came, they ran to it in haste. If there was a cover at the stop, it was believed the passengers would queue for the bus in an orderly manner. Therefore, it was suggested writing to the operator to reflect Members' views on the provision of cover for the GMB stops, or the government might reflect the views on their behalf. However, the cost for the provision of cover might be passed on to the passengers so the government should reserve resources in a responsible way.

63. Mr MOK of the TD replied that the design of some development projects had included interchange but the operators would be responsible for the passengers' facilities at the en route stop. Local people could contact the operators to offer their views or assist with the application for the provision of cover to cope with needs of the passengers. The department had been encouraging the operators to improve passenger facilities according to their operating conditions. Upon receipt of the operator's application for the provision of cover, the department would conduct consultation and handle the matter according to established procedures.

[Post-meeting note: the TD said that the covers at the Sheung Shui Terminus were built by the HyD]

64. The Chairman concluded by asking the TD to reflect Members' views.

TD

**VI. Reporting Items**

**(A) Reports by Working Groups - Progress Reports of Working Groups as at 31.8.2016**

**(TTC Paper No. 56/2016)**

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

65. Members noted all the contents of the paper. The convenor of the Working Group on Tuen Mun External Traffic said that the working group had been trying hard to invite partner organisations to assist with the survey on the Tuen Mun external minibus service. Nevertheless, there had been no response so far perhaps it was related to the content or budget of the activity. There would be follow-up action at the working group.

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

- (i) As the department cut the frequency of 59A without the consent of the DC, residents raised objections with dissatisfaction. Besides, there was lost trip in 59A (the trip at 3:30 pm postponed to 4:15 pm). The department should ensure that the trip would depart on time;
- (ii) There was only one trip of 59A every hour during the non-peak hours on weekdays and the department did not consider allowing the route to travel past the BBI. It was opined that there should be three trips every hour at least;
- (iii) Route 59A served the vicinity of the Tuen Mun Pier and the Lung Mun Oasis and there was a population of 150,000 along the route. After the frequency was cut, residents had to take other routes to go to the vicinity of the Tsuen Wan Citistore Plaza and Kwai Chung. Besides, it was suggested that 59A should stop at the Kwai Chung Interchange bus stop;
- (iv) After the frequency of 59A was cut, the frequency of 59M and 59X did not have significant increase. It was enquired about the whereabouts of the resources after the frequency was cut;
- (v) It was enquired why the department still shelved the proposal for 62X running the whole day when consensus was reached after discussion. It was opined that Members of the constituencies concerned along the route should try to push the department to continue studying the proposal; and
- (vi) It was suggested using the resources obtained from cutting the frequency of 59A to have 62X run the whole day.

67. Mr MOK of the TD replied that he would examine the stability of the frequency of 59A and study whether it should stop at the bus stop at the Kwai Chung Interchange. As the patronage of 59A was low during non-peak hours, it was necessary to rationalise it while the frequency during peak hours would not be affected. The department and the KMB would closely observe the service level of 59M, 59X and 59A and would make revision timely. Besides, the TTC in this tenure had discussed the Bus Routes Planning Programme including the proposal for 62X running the whole day and reducing the frequency of other routes (e.g. 259D). The department noted Members' views that when the service of the KMB's route 62X would be extended to run whole day, the proposed frequency level of the route should be increased with the current frequency level of other routes maintained. After consolidating Members' views, the department and the bus company had thoroughly examined and scrutinised Members' views. Owing to limited resources, however, the bus company withdrew the proposal concerned. To conclude the Bus Routes Planning Programme 2016-2017 for Tuen Mun District, the department wrote to the TTC of the Tuen Mun District Council in June 2016.

68. Mr YEUNG of the KMB added that the frequency of 59A during peak hours would remain unchanged. After 59A was rationalised, the frequency of 59M and 59X were increased correspondingly. If necessary, high capacity buses would be considered for running the route.

69. A Member said that according to her statistics, she opined that the frequency of 59M and 59X had no significant increase. It was suggested that the KMB should provide explanations on the details of the resources that 59M and 59X actually obtained after 59A was rationalised, including the implementation date and the content of the resources.

70. The Chairman requested that the KMB should increase the frequency of 59A when practicable and asked the working group to continue follow-up action.

KMB

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

71. The Chairman noted all the contents of the paper. The convenor of the Working Group on Traffic Problems within Tuen Mun District said that there had been no partner organisation to assist with the survey on parking spaces within the district. There would be discussion on the arrangement of follow-up action at the working group.

**(B) Report by the Transport Department (TTC Paper No. 57/2016)**

72. Members noted the all the contents of the paper.

73. A Member said the service hours of E33P would be extended to 1 pm as told by the LW, and it was enquired about the increased number of the trips. Besides, the problem of lost trip of 258D was serious. The 258S had an accident on the morning of 6 September. At the time, the fully-packed bus was not able to go uphill and the driver did not find odd smell from the bus body. After being reminded by passengers, the bus was stopped for evacuation. It was hoped that the KMB would reduce the problem of lost trips, remind bus drivers to take note of any unusual conditions from the bus and replace it with modern bus to run that route.

74. Mr YEUNG of the KMB said that about half of the buses in Tuen Mun were about two years old only. In the allocation of the newly purchased buses, new buses would be arranged to run in busy roads as requested by the EPD and the TD. However, as the buses running in busy routes were all newly purchased ones, other buses running the routes in Tuen Mun district would be replaced gradually, including 258D. The accident involving 258S mentioned by Members was mechanical failure. When the driver found smoke coming out of the bus body, he stopped the bus and evacuated the passengers immediately. The KMB also reminded drivers that they should stop driving when they found any unusual conditions.

75. Mr TSE of the LW replied that previously the service of E33P to the airports was provided between 5:15 am and 7:30 am with a total of 11 trips. After the service hours were extended, the frequency in the above time slot was the same. There were additional trips every half an hour between 7:30 am and 1 pm.

76. Mr MOK of the TD added that the LW would extend the service hours of the airport-bound E33P to 1 pm. so the number of service frequency of E33P would rise. The department would continue observing the change in the patronage.

77. Member who made the enquiry opined that there was only one trip every half an hour so the frequency was too low. The situation would be observed after the service hours were extended.

78. A Member enquired about the reason mentioned for the lost trip of 259D at last meeting. Another Member enquired about the routes whose lost trip rate was 5%. It was suggested the department should list the routes which had a lost trip rate of 5% or below separately.

79. Mr YEUNG of the KMB replied that the trips of 259D departed on time from the Lei Yue Mun terminus between 5 and 11 July after checking the record. However, it was noted that the traffic congestion outside the Kwun Tong Law Courts might affect the buses when they stopped at the Chun Yip Lane bus stop loading and unloading passengers. They would conduct a study for an improvement proposal.

80. Mr MOK of the TD added that the department had been observing the stability of the KMB route 259D. The lost trip was caused by traffic congestion. They would study the feasibility of making revision accordingly.

81. The Chairman asked the TD to list the routes which had a lost trip rate of 5% or below separately when reporting on the data of the lost trip next time.

TD

## **VII. Any Other Business and Date of Next Meeting**

82. The Chairman enquired about the progress of provision of permanent toilets and Octopus add value service at BBI. It was pointed out that Lands Department should provide assistance to the TD and the bus company for the latter service.

83. Mr CHONG Yat-man of the Tuen Mun District Lands Office replied that there was no further information for the time being as the application concerned was being processed. There would be follow-up action for the matter and supplementary information would be provided after the meeting.

84. Mr MOK of the TD said that works of the permanent toilets were still in progress. It was expected that the works would be completed next year.

85. Mr WAN Wai-yim of the KMB replied that the KMB was designing a customer service station after discussion and collection of views from the DC. The KMB would take follow-up action on the application with the department concerned. Besides, Members' views were received when Members and he paid an inspection of the newly installed fans at the BBI. The target was to complete the installation of fans at the Kowloon-bound BBI before November.

86. The Chairman reminded the KMB that there should be fans on both BBIs. The Tuen Mun District Lands Office should submit a progress report within two weeks after the meeting.

[Post-meeting note: on 6 October 2016, the Secretariat forwarded the reply from the Tuen Mun Lands Office to Members for perusal.]

87. There being no other business, the meeting closed at 1:19 pm and the next meeting would be held at 9:30 am on Friday, 18 November 2016.

Tuen Mun District Council Secretariat

Date: 11 October 2016

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