

Minutes of the 7<sup>th</sup> Meeting of  
the Traffic and Transport Committee (2016-2017)  
the Tuen Mun District Council

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Date : 13 January 2017 (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 LEUNG Kin-man, BBS, MH, JP	TMDC Chairman	9:30 a.m.	End of meeting
Mr LEE Hung-sham, Lothar, MH	TMDC Vice-chairman	9:30 a.m.	End of meeting
Mr KWU Hon-keung	TMDC Member	9:33 a.m.	10:57 a.m.
Mr TO Sheck-yuen, MH	TMDC Member	9:33 a.m.	11:33 a.m.
Mr CHU Yiu-wah	TMDC Member	9:33 a.m.	11:33 a.m.
Ms KONG Fung-yi	TMDC Member	9:30 a.m.	1:49 p.m.
Ms WONG Lai-sheung, Catherine	TMDC Member	9:38 a.m.	End of meeting
Ms HO Hang-mui	TMDC Member	9:45 a.m.	End of meeting
Mr LAM Chung-hoi	TMDC Member	9:38 a.m.	End of meeting
Mr TSUI Fan, MH	TMDC Member	9:30 a.m.	10:17 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	9:30 a.m.	End of meeting
Mr CHAN Manwell, Leo	TMDC Member	10:07 a.m.	11:07 a.m.
Mr CHEUNG Hang-fai	TMDC Member	9:30 a.m.	End of meeting
Ms CHU Shun-nga, Beatrice	TMDC Member	9:30 a.m.	End of meeting
Mr TSANG Hin-hong	TMDC Member	9:30 a.m.	End of meeting
Ms SO Ka-man	TMDC Member	11:38 a.m.	End of meeting
Mr MO Shing-fung	TMDC Member	9:30 a.m.	End of meeting
Mr KAM Man-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.	11:48 a.m.
Mr IP Chun-yuen	Co-opted Member	9:30 a.m.	11:49 a.m.
Mr LAI Yu-lok	Co-opted Member	9:30 a.m.	12:59 p.m.
Mr TSANG Tak-lung, Sam (Secretary)	Executive Officer (District Council) 2, Tuen Mun District Office, Home Affairs Department		

By Invitation

Mr NG Wai-keung	Chief Engineer 1/Major Works, Highways Department
Ms O Fong-wa, Julie	Senior Engineer 1/Universal Accessibility, Highways Department
Ms LAM Wai-yin, Jenny	Engineer 6/Universal Accessibility, Highways Department
Ms WONG Lai-shan, Rosanna	Senior Property Manager (Acquisition, Allocation & Disposal) Projects & Special Duties, Government Property Agency
Mr LAM Wai-keung, Kenny	Director - Engineering Division, Mannings (Asia) Consultants Limited
Ms Annie LAM	Assistant Public Relations Manager - External Affairs, MTR Corporation Limited
Mr Gary LEUNG	Assistant Manager, Planning & Development, The Kowloon Motor Bus Company (1933) Limited

In Attendance

Mr MOK Ka-sing, Mark	Senior Transport Officer/Tuen Mun, Transport Department
Mr LAU Ka-kin, Marcus	Engineer/Tuen Mun Central, 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 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, Kowloon Motor Bus Company (1933) Limited
Mr KUNG Syu-yan	Operations Manager (Department Two), Citybus Limited
Mr POON Chun-kong	Assistant Manager (Traffic Operations), Long Win Bus Company Limited
Miss CHAN Hoi-ting, Gillian	Assistant District Officer (Tuen Mun) <sup>2</sup> , Home Affairs Department

Absent with Apologies

Mr NG Koon-hung	TMDC Member
Mr CHAN Yau-hoi, BBS, MH, JP	TMDC Member

**I. Opening Remarks**

1. The Chairman welcomed all present to the 7<sup>th</sup> meeting of the Traffic and Transport Committee (“TTC”) (2016-2017).
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 an 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 received no applications from Members for leave of absence.

**III. Confirmation of Minutes of the 6<sup>th</sup> Meeting Held on 18 November 2016**

4. The Chairman said the TTC had discussed the issue “Request for Resumption of Operating Rights of Bus Route B3 Series” at its meeting on 18 November 2016, and he had drafted a letter to Citybus Limited (“Citybus”) expressing Members’ demands and requesting a replacement for Citybus’ representative to TTC meetings. If Members had no comments on the content of the letter, he would ask the Secretariat to issue the letter later.

[As the contents of the letter were concerned with the Citybus representative present at the meeting, the Citybus representative withdrew from the meeting during the discussion on this matter.]

5. Members made the following comments on the content of the letter:
  - (i) A Member said there was no need to revise the content of the letter, opining that the content should be decided by the Chairman instead of being put up for discussion at the meeting;
  - (ii) A Member said the letter should just serve to express the TTC’s views and grounds, and it was not appropriate to criticise the Citybus representative in attendance at meetings because the representative merely expressed the company’s standpoint;

(iii) A Member remarked that it was not appropriate to discuss the content of specific letters at TTC meetings, as representatives from government departments and other bus companies were present; and

(iv) A Member agreed that words of criticism about the Citybus representative should be deleted from the letter.

6. The Chairman said that in light of Members' comments, he would revise the content of the letter as appropriate and issue it via the Secretariat.

Secretariat

[Post-meeting note: The letter was issued on 20 January 2017. ]

7. Member proposed no amendments, and the Chairman announced that the above minutes were confirmed.

#### **IV. Matters Arising**

##### **(A) Expeditious Planning of Development of Road, Traffic and Transportation Network between Tuen Mun and Tung Chung, Airport, Macao and Zhuhai via Chek Lap Kok Link**

**(Paragraphs 6-13 of Minutes of the 4<sup>th</sup> Meeting, Paragraphs 6-14 of Minutes of the 5<sup>th</sup> Meeting, and Paragraphs 6-17 of Minutes of the 6<sup>th</sup> Meeting of TTC)**

8. The Chairman said the TTC had further discussed this issue at its 6<sup>th</sup> meeting on 18 November 2016, and it had been agreed that the issue be taken forward for further discussion at the current meeting and the Transport Department ("TD") be requested to provide a detailed plan for public transport services on Tuen Mun-Chek Lap Kok Link ("TM-CLKL").

9. Mr Mark MOK of the TD said that while the works for TM-CLKL was expected to be completed by the end of the next year at the earliest, the TD would see if there would be any delay in the works. The planning section of the department was making arrangements for its transport services, but there was no mature proposal available for submission to the TMDC at the moment. The department noted Members' concern about this issue and would record Members' suggestions for consideration by the relevant sections.

10. The Chairman said that even though the TD was yet to provide a comprehensive plan for transport on TM-CLKL, it should explain to Members the preliminary planning direction, such as the number of bus routes between Tuen Mun and Tung Chung and the number of vehicle spaces.

11. Mr Mark MOK of the TD responded that the border section of the department had given a detailed account of the crossing arrangements and transport facilities for Hong Kong-Zhuhai-Macao Bridge at the previous meeting, and Members might read a consultation document issued by the department in March 2016 for reference. Besides, the planning for bus routes on TM-CLKL was still underway, and Members were welcome to offer their views.

12. The Chairman said the TD should plan the public transport services for TM-CLKL as soon as possible instead of leaving it until TM-CLKL was about to open.

13. A Member indicated that at the previous meeting, the TTC had requested the TD to provide plans for public transport services on TM-CLKL, and two months had passed since then but the department was yet to give a concrete reply. In fact, TM-CLKL was expected to be completed in the next year and there were only one year or more left for the TD to prepare proposals in this regard, so the department was advised to put forward the plans as soon as possible. Moreover, he enquired whether bus routes running between Tuen Mun and the airport would be diverted to TM-CLKL in the future.

14. Mr Mark MOK of the TD responded that the department usually made the best use of new infrastructure projects in order to enhance the general transport services, and whether bus routes in Tuen Mun would take TM-CLKL in the future was part of the relevant planning. The TD was collecting opinions at this stage and could thus hardly provide any information about this at the moment. The department expected to consult Members again before the opening of TM-CLKL.

15. The Chairman hoped the TD could give responses to Members' suggestions at the next meeting.

16. Members made other comments and enquiries as follows:

- (i) A Member said the TD always gave the same replies, and it was not acceptable that the TD was still unable to put forth any proposals on this issue despite repeated discussions. As TM-CLKL played an important role in the transport between Tuen Mun and the airport, the department should thoroughly discuss its traffic and transport planning with Members and take local opinions into account. Moreover, a relevant department had pointed out that the existing transport planning for Tuen Mun was able to cope with traffic volume up to 2026, but the traffic condition on such roads as Wong Chu Road had become

worse and the alignment of Tuen Mun Western Bypass (“TMWB”), which had been discussed for years, was not yet finalised. Therefore, the TD should be more active in tackling traffic problems in Tuen Mun and specify when the transport plans for TM-CLKL would be available;

- (ii) A Member suggested discussion on this issue be carried over because the transport facilities for the above link might not necessarily be covered in the BRPP of the TD;
- (iii) A Member requested the TD to explain the preliminary direction for the TM-CLKL transport planning, such as whether bus routes in Tuen Mun would be diverted to TM-CLKL, at the next meeting. If the TD failed to provide even preliminary information, the efficiency of council discussion would be impaired;
- (iv) A Member said that as the Highways Department (“HyD”) had made preliminary decisions on TMWB, the relevant departments were requested to report on this in detail at the next meeting. Besides, Lung Fu Road and Wong Chu Road had gradually reached their capacity, and this problem had spilled over into Tsun Wen Road and Ming Kum Road. Therefore, TMWB would play a key role in easing congestion in Tuen Mun. TMWB had originally been expected to open in 2018 or 2019; but regretfully, its alignment was not yet finalised; and
- (v) A Member requested the TD and the related departments to tackle severe congestion on Tsun Wen Road and Ming Kum Road seriously.

17. Mr LIU Hing-wah of the HyD responded that the works for TMWB were undertaken by other sections, adding that the department would give a supplementary response after the meeting and provide preliminary information at the next meeting.

18. The Chairman concluded by saying that the TTC would further discuss this issue at the next meeting and invite the TD to assign representatives from its Bus Development Branch to attend the meeting where the BRPP for the year ahead and the transport plans for TM-CLKL would be discussed together. Besides, he asked the Secretariat to invite HyD representatives in charge of the TMWB works to attend the next meeting to facilitate further discussion.

TD and  
Secretariat

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

**(Paragraphs 14 - 23 of Minutes of the 5<sup>th</sup> Meeting and Paragraphs 18 - 23 of Minutes of the 6<sup>th</sup> Meeting of TTC)**

19. The Chairman said the TD had provided a written response before the meeting (see Paper No. 1 distributed at the meeting), adding that the department was

collecting the works proposer's views on the alignments under the various options and conducting preliminary assessments with the HyD. Progress would be reported to the TTC in due course.

20. Mr Marcus LAU of the TD said he had nothing to add to the department's written response.

21. A Member said Members found it difficult to make comments without the alignments under the proposed options being attached to the TD's response paper.

22. The Secretary said that upon the TD's request, the Secretariat had forwarded the TD's draft design drawings on the proposed walkway covers to the works proposer in mid-December 2016 for confirmation of the alignments. The TD would provide the options for the TTC's discussion after in-depth study of the proposals.

23. The Chairman said that as there were many proposed options, he suggested road sections with higher pedestrian flow should be picked out first, and the decision on the work projects to be carried out finally should be made by ballot.

24. A Member said the TD was still studying the proposed options, so the decision as to how to select the work projects to be carried out finally should be left until after the TD's study.

25. Besides, Miss Gillian CHAN, Assistant District Officer (Tuen Mun)<sup>2</sup>, said that the TD needed more time for the study as it had to conduct pedestrian flow surveys at the proposed locations for walkway covers outside such peak pedestrian flow periods as Christmas and Lunar New Year. After the study, the department would provide the information concerned for the TTC's discussion and selection of the works projects to be carried out finally.

26. The Chairman concluded by saying that the TTC would further discuss this issue at the next meeting.

**(C) Request for Upgrading of Existing All-night Public Light Bus Route Running between Tuen Mun and Lok Ma Chau Control Point to Whole-day Operation**

**(Paragraphs 35 - 41 of Minutes of the 6<sup>th</sup> Meeting of TTC)**

27. The Chairman said the TD had arranged a site visit to the location concerned on 23 January 2017.

28. Mr Mark MOK of the TD said the department had called upon the border section and government departments at the Lok Ma Chau Control Point to join the site visit, adding that Members were welcome to join it.

29. The Chairman concluded by saying that the TTC would further discuss this issue at the next meeting.

**V. Discussion Items**

**(A) Next Phase of Universal Accessibility Programme**

**(TTC Paper No. 1/2017)**

30. The Chairman welcomed Mr NG Wai-keung, Chief Engineer 1/Major Works, Ms Julie O, Senior Engineer 1/Universal Accessibility, and Ms Jenny LAM, Engineer 6/Universal Accessibility, of the HyD to the meeting. He also extended welcome to Mr Kenny LAM, Director - Engineering Division of Mannings (Asia) Consultants Limited. He invited the department to give a brief introduction to the programme.

31. Mr NG Wai-keung of the HyD briefly introduced the programme (see Attachment 1 for details).

32. The Chairman concluded by saying that the above programme involved 27 proposals and TMDC Members might not be familiar with all the proposed locations, so he suggested passing this issue to the Working Group on Traffic Problems within Tuen Mun District for in-depth discussion.

Working Group  
on Traffic  
Problems within  
Tuen Mun  
District

**(B) Request for Improvement to Facilities of Chi Lok Bridge and Provision of Escalators**

**(TTC Paper No. 2/2017)**

33. The Chairman said the HyD had provided a written response before the meeting and the Secretariat had forwarded it to all Members on January 11 this year. The Chairman further said the paper under discussion had been discussed at the meeting of the Environment, Hygiene and District Development Committee (“EHDDC”) on 25 November 2016. At that time, the EHDDC had merely dealt with the part relating to proposed improvements to ventilation facilities as this was the only part relevant to environmental hygiene in the paper, while other parts and the motion and the amended motion moved by EHDDC Members in respect of this issue had been passed to the TTC for further discussion. Therefore, the current meeting would focus on the parts other than ventilation facilities in the paper, namely (i) retrofitting escalators at the staircases of the both sides of Chi Lok Bridge; (ii)



strengthening lift maintenance to reduce breakdowns; (iii) rescheduling lift maintenance works for night time when pedestrian flow was low, so as to minimise impacts; and (iv) building ramps.

34. A proposer of the paper made the following comments:

- (i) After discussion, the EHDDC had referred this issue to the TTC for responsibility and authority reasons. In his view, it did not matter whether the issue was discussed by the EHDDC or the TTC, as long as the facilities of Chi Lok Bridge could be enhanced;
- (ii) The pedestrian flow of Chi Lok Bridge was quite high as it was situated in the vicinity of many residential buildings and residents needed to cross the bridge in their daily life. The existing lifts at Chi Lok Bridge broke down frequently, and they were often very crowded as many nearby residents used to take the lifts with trolleys. In view of this, Members had proposed a number of improvements, such as painting lines on the ground to facilitate residents' queuing, building ramps and scheduling lift maintenance works for non-peak hours. Yet, the Government had given little response;
- (iii) It was understood that government departments had different scopes of responsibilities. For instance, painting queue lines on the ground might involve the Housing Department ("HD"), bridge facilities involved the HyD, and lift maintenance was undertaken by other technical departments. Therefore, government departments should strengthen coordination among themselves to ameliorate livelihood issues promptly; and
- (iv) As there were quite many agenda items at TTC meetings, it was suggested that this issue be passed to a working group for in-depth discussion and the related departments be invited to assign chief officials to attend its meetings to respond to district demands directly.

35. The Chairman noted that it was not quite feasible to add lifts to Chi Lok Bridge, so Members' discussion should be steered towards retrofitting of escalators.

36. A Member said the motion moved by a Member in respect of the paper should be dealt with first.

37. The Chairman responded that Members might first express their views to government departments before the motion was handled in accordance with procedures.

38. Members made the following comments on the issue:
- (i) A Member said that this issue had been followed up for years and even discussed by the Tuen Mun South East Area Committee and an Estate Management Advisory Committee of the HD, but government departments had given no positive response. It was therefore suggested that a non-standing working group be formed to focus on exploring improvements to the facilities of Chi Lok Bridge;
  - (ii) A Member said that in the consultation conducted before the construction of Chi Lok Bridge, he had requested that lifts, escalators and staircases be built all together; but regretfully, the Government had not acceded to his request. If escalators were to be retrofitted, consideration could be given to siting them in the directions of Siu Lun Court and On Ting Estate. If the lifts were retrofitted in the direction of Chi Lok Fa Yuen, it might be necessary to alter the existing lifts. As for the management of the bridge, the Government should not repair the lifts during peak hours such as 9:00 a.m. or 4:00 p.m. He suggested this issue be followed up by a working group;
  - (iii) A Member said that besides residents of the area concerned, those living in other parts of Tuen Mun also used Chi Lok Bridge frequently, but so far no department had coordinated efforts to improve its facilities as yet. Therefore, he suggested a non-standing working group be formed to follow up on this issue;
  - (iv) A Member pointed out that lifts instead of ramps had been fitted to Chi Lok Bridge finally to cater for other works projects, yet the lifts not only had low capacity and poor ventilation but often broke down, causing inconvenience to residents. While Members had followed up on this issue at the EHDDC, the TTC and the Working Group on Tuen Mun External Traffic in 2012 and 2013, the government departments concerned had failed to answer district demands. The Working Group on Tuen Mun External Traffic had followed up on this issue but little headway had been made, so the Member suggested a non-standing working group be set up to follow up on this issue specifically with the TMDC Member of the constituency concerned acting as its convenor;
  - (v) A Member said that either forming a non-standing working group to follow up on this issue or referring it to the Working Group on Traffic Problems within Tuen Mun District was fine. While a non-standing working group could discuss this issue in a focused manner, the relevant departments must guarantee to attend its meetings and they should not simply use “study” as their responses. He

suggested a term of office be set for the non-standing working group, after which the issue should be passed to the Working Group on Traffic Problems within Tuen Mun District for further follow-up;

(vi) A Member noted that Chi Lok Bridge situated between a number of housing estates was the only access for many nearby residents to the Chi Lok market. The TMDC had started to explore improvements to the facilities of Chi Lok Bridge in 2009 and carried out site inspection of the lifts there in November 2013. Yet, the facilities and management of Chi Lok Bridge were full of problems. For instance, the lift maintenance hours were inconvenient to residents. If a non-standing working group was to be formed, it was necessary to set its term of reference and work direction first, and consideration should be given to how it would interface with the existing working groups for further follow-up in the future. He hoped all the relevant departments could assign representatives to attend its meetings to explore how to improve the facilities of Chi Lok Bridge together; and

(vii) A Member said problems sprouted up upon the completion of Chi Lok Bridge and these problems should be solved step by step. Opining that the Working Group on Traffic Problems within Tuen Mun District was not specific enough to follow up on this issue, she agreed that a non-standing working group be formed to focus on exploring improvements to the facilities of Chi Lok Bridge.

39. The Chairman indicated that no matter what the contents of the motion were, he agreed that a non-standing working group be formed to follow up on this issue.

40. A Member suggested the motion be cancelled as Members were unanimous in forming a non-standing working group.

41. The Chairman responded that the motion was going to be handled in accordance with procedures. He suggested a non-standing working group be formed to follow up on this issue no matter what the voting result would be.

42. A Member said the motion could be cancelled with the unanimous consent of all Members present, and as all Members were unanimous in forming a non-standing working group, it was time to select the convenor of the working group.

43. A Member said that according to the Standing Orders, a motion should be handled if there was one.

## **Action**

44. The Chairman responded that while the motion could be cancelled with the unanimous consent of all Members present, it should be handled in accordance with procedures if there was any Member opposing the cancellation.

45. A Member said that before seeking the views of all Members present, the Chairman should ask the mover if she would withdraw the motion.

46. The Secretary said that according to Order 22 of the Standing Orders, no motion should be cancelled without the unanimous consent of Members. As far as the motion in question was concerned, it involved a motion, an amended motion and an amendment to the amended motion. If Members were unanimous in cancelling all of them, it would no longer be necessary to handle them.

47. A Member expressed objection to cancelling the motion.

48. The Chairman said the motion was going to be handled as a Member objected to cancelling it.

49. A Member enquired of the Chairman how he would deal with the amendment to the amended motion, which took a stand contrary to that of the amended motion and the original motion.

50. The Chairman said the motions would be handled one by one in accordance with procedures. As stipulated in the Standing Orders, a committee had to pass an amendment to a motion (by vote if necessary) before it put the motion (whether to be amended or not) to vote. The motion and amended motion moved in respect of this issue were respectively set out in Annexes 2 and 3 to the paper. Besides, the Secretariat had received from a Member an amendment to the amended motion before the meeting and had forwarded it to all Members on 12 January this year. He asked the Secretary to read out the motion and the two amended motions and explain the voting procedure.

51. The Secretary said there were one motion, one amended motion and one amendment to the amended motion in respect of this paper.

## **Motion**

“The HyD and the related government departments have not taken improvement measures such as provision of escalators or ramps at Chi Lok Bridge, failing to respond actively to public demands over three years in the previous term of the

District Council. In view of this, this committee should form a non-standing working group to proactively follow up on the Chi Lok Bridge issue in order that escalators and other effective improvement facilities could be provided promptly.”

**Amended Motion**

“The HyD and the related government departments have come up with nothing in response to the council’s request for improvement measures, such as provision of escalators or ramps, after the opening of Chi Lok Bridge. In view of this, this committee should form a non-standing working group to follow up on the Chi Lok Bridge issue in order that escalators and other effective improvement facilities could be provided promptly.”

**Amendment to Amended Motion**

“Departments such as the HyD have not responded positively to the council’s request for improvement measures, such as provision of escalators or ramps, after the commissioning of Chi Lok Bridge. In view of this, this committee should further discuss and follow up on the Chi Lok Bridge issue at the Working Group on Traffic Problems within Tuen Mun District in order that escalators and other effective improvement facilities could be provided promptly, and chief officers-in-charge should attend the meetings.”

52. The Secretary explained the voting procedure:

- (i) Members should first decide, by vote if necessary, whether to accept the amendment to the amended motion. If Members had no objection or the majority of Members voted to accept the amendment, the TTC would put the re-amended motion to vote. If the re-amended motion was passed, there would be no need to handle the amended motion and the original motion;
- (ii) If Members did not accept or voted down the amendment to the amended motion, the TTC would have to handle the amended motion. Members should first decide, by vote if necessary, whether to accept the amendment. If Members had no objection or the majority of Members voted to accept the amendment, the TTC would put the amended motion to vote. If the amended motion was passed, there would be no need to handle the original motion; and
- (iii) If both the amendment to the amended motion and the amended motion were not accepted or voted down, the TTC would put the original motion to vote.

53. A Member refused to accept the amendment to the amended motion, because both the original and amended motions requested the formation of a non-standing working group whereas the amendment to the amended motion requested referral of this issue to the Working Group on Traffic Problems within Tuen Mun District, which was contrary to the original intent of the original and amended motions. According to the Standing Orders, this amendment to the amended motion was not valid; otherwise it was necessary to vote down the original motion.

[The Chairman declared a five-minute adjournment at this point. ]

54. A Member said that after conversation with the proposer of the amendment to the amended motion, he held the view that whether a non-standing working group was formed or the Working Group on Traffic Problems within Tuen Mun District was asked to follow up on this issue, Members hoped that the facilities of Chi Lok Bridge could be improved promptly and that departments would assign officers to attend meetings. Therefore, the proposer and subscribers concerned agreed to withdraw the amendment to the amended motion.

55. The Chairman said Members shared the common aim of prompt improvements to the facilities of Chi Lok Bridge, so he suggested the motion, the amended motion and the amendment to the amended motion be cancelled all together and a non-standing working group be set up.

56. As Members present had no objection, the Chairman announced that the above motion and the related amendments were cancelled. He also invited Members to nominate candidates for the post of convenor of the non-standing working group.

57. Both the Chairman and the Vice-chairman were nominated as the convenor of the working group, but a Member said it would be more desirable if the latter held the post.

58. The Chairman declined the nomination.

59. The Vice-chairman accepted the nomination and undertook to act impartially as the convenor. He said he was familiar with the current status of Chi Lok Bridge, hoping that Members would have confidence in him.

60. Members made further comments on the nomination as follows:

- (i) A Member said that little headway had been made despite years of efforts by Members to follow up the matter about improvements to the facilities of Chi Lok Bridge and a non-standing working group was eventually formed at present to follow it up, so the Chairman should act as the convenor of the working group;
- (ii) A Member said that as the Chairman had declined the nomination, he should not be nominated anymore;
- (iii) A Member said the post of convenor of the working group should not be held by the TMDC Member of the constituency concerned. The Member nominated Ms KONG Fung-yi for the post; and
- (iv) A Member said there was no need for Members to debate on nominations for the convenor, which could be selected by vote if necessary.

61. While reiterating his refusal to accept the nomination, the Chairman said he would be in attendance at the non-standing working group's meetings.

62. The Chairman concluded by stating that the Vice-chairman would act as the convenor of the working group. He suggested the working group be named as the "Working Group on Improvement to the Facilities of Chi Lok Bridge", with a term of reference being to study improvements to the facilities of Chi Lok Bridge. As the term of office of a non-standing working group should not exceed eight months, he suggested the term of office of the above working group start from this date and last till 12 September 2017.

63. As Members had no objection, the Chairman asked the Secretariat to write to Members inviting them to join the newly formed non-standing working group. He also encouraged Members to participate in the work of the working group actively and attend its meetings punctually.

Secretariat

[Post-meeting note: The Secretariat wrote to TTC Members on 13 January this year, inviting them to join the Working Group on Improvement to the Facilities of Chi Lok Bridge.]

**(C) Request for Provision of Bus Stop at Bauhinia Garden**  
**(TTC Paper No. 3/2017)**

64. The proposer of the paper said that while there was a bus stop near Chung Uk Tsuen, it would be more convenient for residents in Bauhinia Garden and Wo Ping San Tsuen if another bus stop was provided at Bauhinia Garden. He would like to visit the location with the TD to explore the feasibility of provision of an additional bus stop.

65. Mr Mark MOK of the TD responded that the department had visited the location before, adding that Bauhinia Garden was about 200 metres and just a two minute walk from the bus stop at Chung Uk Tsuen. If necessary, the department was willing to join the TMDC Member of the constituency concerned to visit the above location to follow up on this issue.

66. The Chairman concluded by inviting the TD to consider the proposal.

**(D) Request for Stringent Monitoring of Green Minibus Services**  
**(TTC Paper No. 4/2016)**

67. The Chairman said the TD had provided a written response before the meeting [see Paper No. 2 distributed at the meeting.]

68. A proposer of the paper said there were often complaints from residents about the services of green minibuses, including lost trips, failures to follow established routes and so forth. The above views had been relayed to the TD for many times, but there had been no improvement in the situation. She suggested the department consider whether to approve the renewal of the licences of minibus companies based on indicators such as their service performance and complaint figures. Re-tender should be launched if necessary in order to press minibus companies to improve their services. Moreover, many minibus drivers had to work overtime without pay. This not only affected drivers' mental condition but deterred new entrants to the trade. She therefore suggested the department impose more terms for monitoring green minibus services when considering minibus companies' applications for licence renewal.

69. Mr Mark MOK of the TD responded as follows:

- (i) The department approved operation of green minibus routes by the means of issuing passenger service licences;



- (ii) As understaffing and overtime work could render minibus services unsatisfactory, the department had made it a requirement in passenger service licences that minibus operators should establish employment relationships with drivers in accordance with the law;
- (iii) After referring to guidelines on the work, rest and meal hours for captains of franchised bus companies, the department had issued guidelines on drivers' work hours to minibus operators. Details were available from the paper distributed at the meeting. Moreover, the department met with minibus operators regularly to understand how they implemented the guidelines. It also met with the transport sector to understand their arrangements on staffing, work hours, services and so forth. If individual drivers wanted the TD to relay their voice to minibus operators, the department would be glad to offer assistance. In fact, the minibus or transport sector often faced difficulties in recruiting drivers. The department would join the sector to explore improvement measures such as refining routes to boost service efficiency or increasing pay to attract new entrants to the trade; and
- (iv) If the TD received such complaints, it would conduct spot checks on the routes taken by minibuses, the environment of compartments, the performance of drivers and so forth. If there was anything unsatisfactory, the department would consider issuing an advisory letter or a warning letter. When renewing passenger service licences, the department would take into account such factors as the related complaint figures and their improvement measures. In very serious cases, the department might consider cancellation of passenger service licences.

70. A proposer of the paper said the TD distributed the response paper only at the meeting and there was not enough time for Members to read it over. She said she had relayed views and even made complaints to minibus companies for many times, yet there had been no improvement in their services. She therefore opined that the department was giving perfunctory responses. She suggested using complaint figures as an indicator for renewal of passenger service licences and introducing a demerit point system for minibus drivers to quantify their performance.

71. A Member remarked that the TD was passive in monitoring minibus services. Minibus compartments were often poor in hygiene, and there were sometimes lost trips and failures to follow established routes. Therefore, the department should proactively monitor minibus services instead of acting passively by just handling public complaints. The Member believed that by doing this, there could be great improvement in minibus services.

72. The Chairman concluded by asking the TD to step up monitoring of green minibus services.

**(E) Request for Extension of Service of Route No. K58 to So Kwun Wat and Conversion of the Route to Whole-day Operation**  
**(TTC Paper No. 5/2016)**

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

74. A proposer of the paper said the requests for the extension of Route No. K58 to So Kwun Wat and its conversion into a whole-day service had been made several years before, but no progress had been made thus far. It was hoped that the MTRCL would consider the proposal.

75. Ms Annie LAM of the MTRCL responded that the MTRCL was aware of the transport demand in the areas of Castle Peak Road and So Kwun Wat, so an amalgamation plan for Routes No. K53 and K58 had been put forward in May 2016 to synergise their services and stabilise their frequency. After the amalgamation, the terminus of Route No. K58 would be relocated to So Kwun Wat. This could not only boost the patronage of Route No. K53 (from MTR Tuen Mun Station to So Kwun Wat) during peak hours, but provide more boarding and alighting points for passengers of Route No. K58. However, Members had been divided on the amalgamation plan and the MTRCL needed some time to refine the plan, so no implementation timeframe was available at the moment. Moreover, as most of the passengers who changed to Route No. K53 at Sam Shing Estate for So Kwun Wat were students, the MTRCL had made flexible arrangements by operating special trips to strengthen the service from Tuen Mun Station to So Kwun Wat and assigning staff to facilitate boarding. The MTRCL would closely monitor passengers’ demand and the development of the areas concerned, but there was no plan to make Route No. K58 a whole-day service.

76. Members made the following comments:

- (i) A Member said there were many works sites in the area of So Kwun Wat and most workers relied on feeder buses to travel to and from MTR stations, making it difficult for school children to board during peak hours. She urged the MTRCL to assign staff to have site observation at the area during peak hours and pay attention to the actual needs in the area. Moreover, she believed that

residents in some areas would not be able to get suitable services if no additional resources were involved in the MTRCL-proposed amalgamation plan for Routes No. K53 and K58. In her view, the MTRCL should make Route No. K58 a whole-day service and put forward a proposal in this regard for discussion by the TMDC;

- (ii) A Member indicated that though well intended, the amalgamation plan for Routes No. K53 and K58 was in general not attractive to the public, because some residents would find it difficult to get aboard after the terminus of Route No. K58 was relocated to that of Route No. K53 as planned in the amalgamation and the buses would operate at a frequency of 8 to 15 minutes. She considered that it was necessary to convert Route No. K58 into a whole-day service; otherwise, the TTC could hardly accept the amalgamation plan;
- (iii) A Member suggested the MTRCL further refine the amalgamation plan for Routes No. K53 and K58 as it would make transport in Tuen Mun North West more convenient. Moreover, as the population along Castle Peak Road was expected to rise, the TD should re-plan transport facilities in the area instead of leaving it to the MTRCL to cope with the new demand with its auxiliary bus routes;
- (iv) A Member said the TTC had offered views on the amalgamation plan for Routes No. K53 and K58 in May of the previous year, but no response had been received from the MTRCL since then. He added that the 8 to 15-minute frequency after the amalgamation was too low. Besides, he opined that the MTRCL's measure to assign staff to urge passengers to give boarding priority to school children was not effective; instead it should take a straightforward approach by increasing bus frequency to divert passenger flow;
- (v) A Member said that earlier on there had been a discussion paper mentioning the expected population growth in So Kwun Wat and requesting the TD to put forward proposals to improve transport services in that area. She looked forward to the department's active follow-up and close attention to the development of the area. Besides, she said she had once got on a bus at Seaview Garden stop for So Kwun Wat, but had been asked by other passengers to get off so that school children could board the bus first. She reckoned that all passengers had to pay fares and the MTRCL should not let the general public bear the consequences of inadequate trips. She requested the MTRCL to seriously address the demand of passengers.

77. Ms Annie LAM of the MTRCL further said the demand for Route No. K53 mainly came from passengers between Tuen Mun Station and So Kwun Wat, and the MTRCL noted that besides students, there were also many workers who travelled to the area for work in construction sites, while the demand for So Kwun Wat-bound trips of Route No. K58 mainly came from students. Moreover, the MTRCL not only assigned staff to assist in passenger boarding and alighting at Sam Shing Estate, but dispatched special departures to divert passenger flow during peak hours. Regarding the proposal for whole-day service, the MTRCL needed to take the development of the whole area into account at the present stage. Furthermore, the MTRCL representative stressed that the company had to put in more resources under the amalgamation plan for Routes No. K53 and K58, and the main objectives of the amalgamation were to enhance the overall services through synergy and stabilise frequency by operating a non-circular route.

78. Mr Mark MOK of the TD said that as there were schools and other development projects in So Kwun Wat, the MTRCL was paying close attention to the related developments and the department would also examine the related public transport services in due course.

79. The Chairman concluded by inviting the TD and the MTRCL to consider Members' views.

**(F) Request for Increase in Frequency of Bus Route No. K53 during Peak Hours (TTC Paper No. 6/2017)**

80. A proposer of the paper had nothing particular to add as this issue was similar to the previous one.

81. Ms Annie LAM of the MTRCL said the MTRCL had been monitoring the demand for Route No. K53 during morning peak hours, and special departures were dispatched to divert the passenger flow from Tuen Mun Station to So Kwun Wat.

82. Mr Mark MOK of the TD said it was noted that the new demand for Route No. K53 mainly came from construction site workers, and the department had informed the MTRCL about the situation. The TD would keep monitoring the demand for Route No. K53 during morning peak hours.

83. A Member noted that many school children could not take Route No. K53 to school. The Member suggested the department have site observation during morning peak hours as soon as possible, so that suitable services could be arranged.

84. The Chairman would like the TD and the MTRCL to consider Members' views.

**(G) Request for Extension of Services of Bus Routes No. 960 and 961 to Causeway Bay and Strengthening Services during Peak Hours**  
**(TTC Paper No. 7/2017)**

85. The Chairman said the TD and the Kowloon Motor Bus Company (1933) Limited ("KMB") had provided written responses before the meeting, and the Secretariat had forwarded them to all Members on 11 January this year.

86. A proposer of the paper said Route No. 962 Series of Citybus plied between Tuen Mun and Causeway Bay, whereas Routes No. 960 and 961 of the KMB ran to the area of the Hong Kong Convention and Exhibition Centre ("HKCEC") in Wan Chai only, so passengers of the latter two routes had to change to Route No. 968 for Causeway Bay. He suggested the KMB and the TD consider extending the routes to Causeway Bay or further and study the feasibility of the above proposal. He would also like them to explain whether there were any suitable places in Hong Kong Island to house the termini after the services of the routes were enhanced. Besides, Citybus Route No. 962 Series had farther destinations, but their fares were lower than those of KMB Routes No. 960 and 961, which were destined for Wan Chai. He hoped the KMB could give an account of the difference.

87. Mr Mark MOK of the TD said that when adjusting the public transport services between Tuen Mun and Causeway Bay, the department considered a number of factors such as passengers' demand, transport facilities, locations of stops, traffic condition in Causeway Bay, and whether additional resources would be involved. While at present the TD encouraged passengers of Routes No. 960 and 961 to change to Routes No. 962 and 968 for Causeway Bay, it would also consider the proposal.

88. Mr Gary LEUNG of the KMB responded that residents' demand for direct services to Causeway Bay was noted and the KMB had explored with the TD the feasibility of creating new stops for the above routes in Causeway Bay. He clarified that the Moreton Terrace terminus in Causeway Bay was situated on government land, so the KMB had to discuss with the relevant department the right to use it. The KMB would consider Members' views if there were any suitable locations, supporting facilities and feasible solutions. Besides, while the fares of the KMB were largely determined by reference to the fare scale approved by Chief Executive-in-Council, the KMB would also discuss the fare levels with the TD.

89. Members made the following comments:

- (i) A Member was disappointed with the TD's response in that the department suggested residents take KMB Route No. 960 or 961 and then change to Citybus Route No. 962 for Causeway Bay, but passengers changing buses in this way had to pay the full fares for two journeys because there was no inter-company interchange discount. At present, many non-franchised bus routes, which were commonly known as "estate coaches", operated from Tuen Mun to Causeway Bay in the morning, showing that there was demand for this route. Moreover, many Tuen Mun residents went to Causeway Bay for shopping and it would be inconvenient for them to change buses with luggage on their return journeys. Therefore, the Member suggested that either Route No. 960 or 961 be extended to Causeway Bay first and that residents be allowed to change buses for Causeway Bay for free at Tuen Mun Road Bus-Bus Interchange ("TMR BBI");
- (ii) A Member remarked that the TD and the bus company should address the public's demand seriously instead of using "change vehicles" as a response. She noted that the frequency of Routes No. 960 and 961 was so low that some residents had waited nearly 45 minutes in vain for buses of these routes. In her view, the TD's active consideration and facilitation were recommended as the Moreton Terrace bus stop in Causeway Bay was situated on government land and the KMB had the intention to extend Routes No. 960 and 961 to Causeway Bay;
- (iii) A Member said it was the desire of many residents to have direct transport from Tuen Mun to Hong Kong Island for commuting, so they all hoped the above routes could be extended to Causeway Bay. Moreover, workers might be late for work after numerous changes, so the TD should provide more convenient services for them. He had conducted a survey which found that most Tuen Mun residents would be glad if the department provided bus routes plying directly between Tuen Mun and Causeway Bay. In view of this, he suggested the department consider modifications to the routes concerned, such as operating to Causeway Bay directly without passing through Wan Chai;
- (iv) A Member noted that many Tuen Mun residents commuting to Causeway Bay wasted time changing to the MTR upon arrival at Wan Chai. He said the TMDC had been requesting the extension of Routes No. 960 and 961 to Causeway Bay for many years, and the TD and the KMB were urged again to actively consider the request;

- (v) A Member argued that the TD's suggestion was not acceptable as passengers changing from Route No. 960 or 961 to Route No. 962 had to pay the full fares of two journeys. The department's suggestion that passengers might change to Route No. 968 at Jardine House was also not acceptable, as Route No. 968 operated at a headway of 12 to 15 minutes during non-peak hours and passengers might thus have to spend more than half an hour changing buses. She suggested the TD consider allocating some trips of Routes No. 960 and 961 for special departures to Causeway Bay
- (vi) A Member said the TMDC had long been fighting for inter-company interchange discounts at TMR BBI, yet no progress had been made so far. As the department could not offer such interchange discounts, it should more actively consider the extension of the routes to Causeway Bay;
- (vii) A Member said he had conducted site observation at the Goodview Garden stop, finding that most buses of Routes No. 961 were full during the period between 7:15 a.m. and 7:45 a.m. However, the TD claimed that in general, the services of Routes No. 960 and 961 were able to satisfy demand during peak hours and that site observation showed Route No. 961 having an average patronage rate of more than 70% during morning peak hours. He would like the department to explain how the data had been calculated and where the site observation had been conducted;
- (viii) A Member noted that many residents longed for a bus route running from Tuen Mun to Causeway Bay directly, and such a route was in demand as evidenced by the fact that many housing estates in Tuen Mun North West were providing direct coach services to Causeway Bay. He hoped the TD could give consideration to this. In his view, moreover, the KMB could not only explore the feasibility of providing stops in Causeway Bay, but consider extending its services to North Point. He believed that this would bring even greater benefits to the external transport of Tuen Mun; and

90. A proposer of the paper further noted that buses of Route No. 961 were already full upon arrival at the Goodview Garden stop and the Siu Lun Court stop during morning peak hours, while passengers waiting for return buses of Routes No. 960 and 961 found it difficult to board at the Western Harbour Crossing interchange during afternoon peak hours. In view of this, he asked whether the TD and the KMB would operate special departures to divert passenger flow during peak hours. He also said peak hours did not refer only to 7:00 a.m. to 9:00 a.m. and 6:00 p.m. to 7:00

p.m., as peak hours in examination seasons and weekends, for example, were not exactly the same as those under the general definition. Besides, the department should explore ways to improve services during the second peak hours. For example, despite an overall lower volume of passengers after 9:00 p.m., passengers might still be unable to get aboard due to less frequent bus services.

91. Mr Mark MOK of the TD gave a consolidated response as follows:

- (i) According to the TD's site observation at TMR BBI in late November 2016, all waiting passengers were able to board and the highest and average patronage stood at 95% and 70% to 80% respectively. Members' concern about the queuing situation in Tuen Mun was noted. Staff would be assigned to have site observation at the stops concerned;
- (ii) The TD would study patronage data during the second peak hours with the KMB and make corresponding adjustments as necessary; and
- (iii) Considerable bus resources would be involved if Routes No. 960 and 961 were extended to end at Causeway Bay, and this arrangement would have impacts on bus routes and the congested traffic in Causeway Bay. Therefore, the department had to examine the proposal with caution.

92. Mr Gary LEUNG of the KMB responded that trips of Routes No. 960 and 961 were more than scheduled and the KMB had strengthened its services during the second peak hours (e.g. on Friday or Saturday). Besides, due to the works for Central-Wanchai Bypass and Shatin to Central Link, there might be lost trips or inadequate services of Routes No. 960 and 961 during afternoon peak hours. Therefore, passengers at en-route stops had to wait longer even though the KMB had increased bus frequency. He further said that despite the demand for bus services from Tuen Mun to Wan Chai North, the KMB would explore with government departments revision to the route of either Route No. 960 or 961, in order to make the overall frequency more stable.

93. Members made the following comments in the second round of discussion:

- (i) A Member said it might be possible to avoid the above road sections affected by works if the KMB extended Route No. 960 or 961 to Causeway Bay while at the same time re-routeing one of them;



- (ii) A Member suggested Route No. 960 call at O'Brien Road in Wan Chai first and then proceed to Causeway Bay directly. He noted that as many estate coaches stopped in Causeway Bay, which could serve as the stop of the extended Route No. 960 or 961. He would be glad to join the KMB and the TD for a site visit and offer ideas on alignment; and
- (iii) A Member suggested this issue be followed up by the Working Group on Tuen Mun External Traffic.

94. The Chairman suggested cancellation of the HKCEC stop of Route No. 961. He would like the KMB and the TD to consider Members' views about the extension of the services concerned to Causeway Bay or North Point. The Chairman concluded by saying that there was no need to pass this issue to the Working Group on Tuen Mun External Traffic at the moment. He would like the KMB and the TD to report back to the TTC after they completed their studies.

TD and KMB

**(H) Request for Provision of Bus Service Running between Tuen Mun and Tai Po**  
**(TTC Paper No. 8/2017)**

95. The Chairman said the TD had provided a written response before the meeting, and the Secretariat had forwarded it to all Members on 11 January this year.

96. A proposer of the paper said that as there had never been direct bus service between Tuen Mun and Tai Po, Tuen Mun residents going to Tai Po had to change to Route No. 263 at TMR BBI first and then change to other bus routes at Shing Mun Tunnels Bus Interchange, or alternatively, they might travel from Tuen Mun to Sheung Shui for trains to Tai Po. In view of this, he suggested a bus route plying between Tuen Mun and Tai Po via Sheung Shui be launched to accommodate Tuen Mun residents.

97. Members made the following comments and enquiries:

- (i) A Member said that according to the TD, Tuen Mun residents could take Route No. 263 and then change to Route No. 73X for Tai Po; however, they had to travel to TMR BBI first, and might have to change vehicles again upon arrival at Tai Po, so they needed to change for three or four times to reach their destinations. While understanding that changes of vehicles were sometimes unavoidable, she said it was unacceptable if there were too many changes. Besides, she had conducted a questionnaire survey on this issue at TMR BBI,

and the 884 replies received showed that most people hoped the TD would launch a bus service from Tuen Mun to Tai Po. Therefore, she requested the TD to first launch a bus service to Tai Po during peak hours at TMR BBI;

- (ii) A Member suggested the TD first launch the bus service operating from Tuen Mun to Tai Po during peak hours because a number of Tuen Mun residents worked in Tai Po Industrial Estate. If well-received by residents, this new route should be extended to other hours and areas;
- (iii) A Member noted that while there were minibuses plying between Tuen Mun and North District, transport service to New Territories East was mainly provided by Route No. 263, so there were always long queues at TMR BBI during peak hours. Yet, Tuen Mun residents had never been provided with any direct transport service to Tai Po. The Member suggested the bus service to Tai Po be launched at TMR BBI to not only actualise the goal of the setting up of TMR BBI but ease the pressure on Route No. 263;
- (iv) A Member said that with the continuous population growth in Tuen Mun, the demand for transport services to New Territories East and North District was expected to keep rising and the passenger load of Route No. 263 would be increasingly high in the future. Besides, the TMDC had been requesting for years the launch of a bus route from Tuen Mun to Tai Po and the TD had agreed to operate such a route on a trial basis, but nothing was done at last. At present she just hoped the TD could make good use of TMR BBI to provide the bus service to Tai Po. She believed that if the TD approved the launch of this bus route, there would be bus companies willing to undertake its operation, or else an open tender might be held for trial operation of the service by other means of transport;
- (v) A Member said that as passengers had to take a highly circuitous route to travel from Tuen Mun to Tai Po, the launch of the bus service to Tai Po at TMR BBI could not only tie in with the original purpose of the setting up of the interchange but save travel time for residents. He reckoned that if bus companies already had a grasp of the related opinions and data, they should discuss the launch of the route with the department in a bid to achieve a win-win outcome;
- (vi) A Member said it did not make sense to ask Tuen Mun residents to change to Route No. 263 for Tai Po as the frequency of this route was inadequate. In fact, there were many Tuen Mun residents who worked in Tai Po Industrial Estate, so the TD should accommodate them as far as possible. The Member urged the department to introduce the bus service to Tai Po at TMR BBI;

- (vii) A Member said it did not make sense to ask Tuen Mun residents to change to Route No. 263 for Tai Po as the frequency of this route was inadequate. In fact, there were many Tuen Mun residents who worked in Tai Po Industrial Estate, so the TD should accommodate them as far as possible. The Member urged the department to introduce the bus service to Tai Po at TMR BBI;
- (viii) A Member said there were a number of ways to go to Tai Po from Tuen Mun, such as taking Route No. 263 and changing to Route No. 73X, going to West Rail Yuen Long Station for minibus Route No. 64K, taking West Rail and changing to East Rail, and taking Route No. 261 to Sheung Shui and then proceeding to Tai Po, but what Tuen Mun residents wanted was a direct bus service to Tai Po. He suggested the TD launch a bus route to Tai Po at TMR BBI
- (ix) A Member, who was the Convenor of the Working Group on Tuen Mun External Traffic, said he found that there were a number of issues on which no progress had been made despite years of follow-up by the TTC and the working group. Moreover, it was unreasonable that there was no transport connection between the two administrative districts of Tuen Mun and Tai Po. In his view, the TD should hold an open tender for this route as quick as possible instead of simply using “change vehicles” as a response;
- (x) A Member said a trial route called Route No. 263R had run from Tuen Mun to Sha Tin many years before and it had subsequently become a regular route renamed as Route No. 263. Route No. 263 served quite a lot of passengers, who might include those travelling to Tai Po and Fo Tan. He suggested the department first provide the bus service from Tuen Mun to Tai Po during peak hours by making adjustments to the existing bus routes, such as diverting the Sha Tin-bound trips of Route No. 263 via Sheung Shui or extending Route No. 261 by moving its terminus to Tai Po. Noting that the existing Route No. 265S ran from Tin Shui Wai to bus stops in Tai Po Industrial Estate directly, he believed there was adequate space for bus stops in that area;
- (xi) A Member who had worked in Tai Po Industrial Estate for six years said she understood that some Tuen Mun residents found it very time-consuming to change to other means of transport for the industrial estate upon arrival at Tai Po. She added that there was transport connection from Yuen Long and Tin Shui Wai to Tai Po, but no direct transport service to Tai Po was provided in Tuen Mun, a district with a population of over 500,000. She hoped the TD would consider extending Route No. 261 to Tai Po; and

(xii) A Member said Tuen Mun residents just wanted a direct bus service to Tai Po and the department might plan its alignment in light of specific circumstances.

98. The Chairman concluded by asking the TD and the KMB to consider Members' views, including the launch of the bus service to Tai Po at TMR BBI and the extension of Route No. 261 to Tai Po.

**(I) Request for Provision of Bus Service Running between Tuen Mun and Tseung Kwan O**

**(TTC Paper No. 9/2017)**

99. The Chairman said the TD had provided a written response before the meeting, and the Secretariat had forwarded it to all Members on 11 January this year.

100. A proposer of the paper said that as the transport routes from Tuen Mun to Tseung Kwan O and Sai Kung were very circuitous, it would be more convenient to residents if a route running from TMR BBI to Tseung Kwan O and Sai Kung was launched. The proposer hoped the department would hold an open tender for this route as soon as possible.

101. The Chairman requested the TD and the KMB to make full use of the existing resources to provide more efficient transport services. Besides, he enquired whether there was any bus service from Wong Tai Sin to Tseung Kwan O and Sai Kung and whether interchange discounts were offered.

102. Mr Gary LEUNG of the KMB said Tuen Mun residents might change to Route No. 91M, 98A or 296A in Kowloon East for Tseung Kwan O, and the KMB would study Members' views together with the TD.

103. The Chairman said that if the TD and the KMB were not able to launch the new route, they should consider offering interchange discounts or extending the existing bus routes.

104. A Member said the TD would soon be examining the franchise of the KMB, adding that most of the KMB's performance pledges were made in response more to the TD's recommendations than to district demands. Opining that the KMB should offer maximum convenience to residents, he suggested the KMB step up efforts to promote its interchange measures and discounts.

105. Mr Mark MOK of the TD said members of the public could enjoy interchange

discounts when they changed to Route No. 290 or 290A in Wong Tai Sin and changed to Route No. 98A or 296A at Kwun Tong Road. The TD noted Members' views and would use them for reference in the future BRPP.

106. The Chairman concluded by inviting the TD and the KMB to consider Members' views.

**(J) Request for Installation of Closed Circuit Televisions in Train Compartments of Light Rail ("LR") and at Platforms of LR Stations**  
**(TTC Paper No. 10/2017)**

107. A proposer of the paper made the following comments:

- (i) According to the statistics of the MTRCL in 2015, the patronage rate of LR was 82% during the busiest hour. Closed circuit televisions ("CCTVs") had been installed on Ma On Shan Line, which had a patronage rate of 80%; whereas some LR stops such as Tuen Mun Stop and Town Centre Stop were not yet equipped with CCTVs despite their high patronage. She would like the MTRCL to explain the criteria for CCTV installation;
- (ii) The peak-hour patronage of LR kept rising in recent years and a crowded environment could easily become hotbeds of crimes. A number of residents had indicated that some women suspected to be indecently assaulted in LR vehicle compartments could not pursue the incidents because no CCTVs were installed in the compartments. In addition, a mobile phone snatching case had happened at Yuen Long LR Stop in September of the previous year. The culprit had fled away and no video record had been available at the scene;
- (iii) Currently, the MTRCL had a fleet of 140 LR vehicles in service. In July 2016, it had confirmed the procurement of 40 LR vehicles equipped with CCTV systems, 30 of which would replace the existing Phase II LR vehicles and come into service in 2019. According to media reports, CCTVs were installed in only 22 Phase II LR vehicles put into service in 2009 and those procured thereafter; for the remaining 110 or so LR vehicles, the systems would be put in only when the vehicles were undergoing renovation. While the MTRCL had indicated that CCTV systems were installed in some LR compartments, no figures were disclosed in this regard and no timetable for CCTV system installation in all LR compartments was provided as yet; and
- (iv) Subject to the Personal Data (Privacy) Ordinance, the MTRCL should install CCTV systems in all LR compartments to monitor passenger flow and prevent

such crimes as indecent assault or clandestine photo-taking. She requested the MTRCL to install CCTV systems in vehicle compartments and on platforms of LR without delay.

108. Ms Annie LAM of the MTRCL responded as follows:

- (i) The MTRCL employed different measures to divert passenger flow at LR stops during peak hours. For instance, more coupled-set vehicles were deployed for Route No. 507, while Route No. 505 was operating at a higher frequency during peak hours. Yet, the criteria for CCTV system installation had nothing to do with patronage;
- (ii) The responsibility for security in LR lay with the MTRCL and the Hong Kong Police Force. The MTRCL had always been working closely with the Police to prevent and fight crimes MTR areas, and it would also review the effectiveness of various measures. The MTRCL had stepped up its efforts in promoting crime prevention messages at stops and in vehicle compartments while encouraging passengers to report to the Police and seek assistance from staff immediately in case of incidents;
- (iii) CCTVs had been installed on a number of busy LR platforms to monitor stop operation and passenger flow, thus helping frontline staff to handle unexpected incidents and strengthen management. They were not used to monitor passengers or prevent crimes; and
- (iv) Members' concerns were noted. To strengthen management, the MTRCL would consider installing CCTVs on more LR platforms in light of passenger flow on platforms at LR stops. As for CCTV installation in vehicle compartments, the MTRCL would carefully consider installing CCTV systems in non-Phase IV LR compartments in light of operational needs, passenger flow management and resources deployment. The existing CCTV systems in Phase IV compartments mainly served to record passenger boarding and alighting, but they did not cover other parts of compartments.

109. The Chairman said the MTRCL should install CCTV systems on LR platforms first, and then in LR vehicle compartments.

110. Members made the following comments:

- (i) A Member noted that promotional banners were displayed on many LR platforms to alert the public to sex crimes, while rumour on the internet had it

that a child had been indecently assaulted in a crowded LR vehicle compartment. Therefore, if CCTV systems were installed in compartments and on platforms, they could not only serve as a deterrent and provide records to be used as evidence of crimes. Moreover, she had handled a case in which a person injured in LR faced difficulties in claiming compensation as no video record of the incident could be provided as supporting evidence. She opined that as time progressed, the MTRCL should install CCTVs in compartments and on platforms, using them as a means to protect the public rather than to facilitate monitoring;

- (ii) A Member said CCTV systems with 89 cameras in total had been installed in the public areas of 22 LR stops out of the total of 68 in Hong Kong. In other words, CCTV systems were not yet installed in 46 stops, some of which had high passenger flow. Seeing no technical difficulties in CCTV installation at stops, she requested the MTRCL to provide a timetable for CCTV installation;
- (iii) A Member opined that the MTRCL's concept that CCTVs on platforms and in vehicle compartments were merely used for passenger flow management was outmoded, and it should install CCTV systems on platforms and in compartments to provide greater protection for passengers' safety. In case of incidents, passengers could obtain evidence from the MTRCL to facilitate their claims;
- (iv) A Member remarked that the MTRCL's installation of CCTV systems in compartments and on platforms of LR would bring only benefits but no harm, as they could not only prevent crimes but make records of accidents. Therefore, he requested the MTRCL to provide a timetable for CCTV installation in LR;
- (v) A Member said that many years before, the MTRCL had not only failed to install CCTVs at stops and in compartments on the grounds of privacy but refused to alert the public of crimes at stops; but today, banners were displayed on many platforms to raise the public's vigilance, which was worthy of recognition. Moreover, as LR was one of the major modes of transportation in Tuen Mun, the MTRCL should explain the details of its CCTV system installation to the TMDC on its own initiative. The Member requested the MTRCL to provide a timetable in this regard; and
- (vi) A Member hoped the MTRCL would expedite the installation of CCTV

systems in compartments and at stops of LR, believing they could serve as a deterrent against crimes.

111. The Chairman said installation of CCTVs in 46 LR stops would not entail considerable resources. He suggested the MTRCL should first fit LR stops with CCTVs, and installation of CCTVs in compartments could be done together with compartment renovation.

112. Members made the following comments and enquiries in the second round of discussion:

- (i) A Member said no technical problems were involved in installation of CCTVs in vehicle compartments and requested the MTRCL to report on the details of CCTV installation at the next meeting;
- (ii) A Member requested the MTRCL to provide a timetable for CCTV installation;
- (iii) A Member suggested this issue be passed to the Working Group on Traffic Problems within Tuen Mun District for follow-up; and
- (iv) A Member said the MTRCL should promptly install CCTV systems, which were not a new technology.

113. Ms Annie LAM of the MTRCL responded that she would follow up on the matter of CCTV installation with the relevant departments and hopefully a preliminary plan for CCTV system installation on LR platforms could be provided later. As the MTRCL still needed time to study and follow up on CCTV installation in LR vehicle compartments, it might not be possible to provide an installation plan in the near future. Yet, the MTRCL would closely follow up on this.

114. The Chairman concluded by saying that this issue would be passed to the Working Group on Traffic Problems within Tuen Mun District for follow-up.

Working Group  
on Traffic  
Problems within  
Tuen Mun  
District

## **VI. Reporting Items**

### **(A) Reports by Working Groups - Progress Reports of Working Groups as at 31 December 2016**

**(TTC Paper No. 11/2017)**



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

115. Members perused the paper.

116. A Member said the request for aligned section fares at TMR BBI and other bus stops meant that section fares at TMR BBI should be aligned with those at bus stops in Tuen Mun, yet the department gave an irrelevant reply in its progress report. Moreover, no progress had been made in providing Octopus add-value service at TMR BBI despite long discussions. As the KMB had indicated at the previous meeting that an application had been lodged with the TD, she would like the TD to explain the examination and approval process concerned.

117. Mr Mark MOK of the TD responded that the department had received a revised proposal from the KMB on 18 October 2016 and met with the KMB in December 2016. Yet, there were still some details requiring clarification with the KMB. The department was processing the application.

118. The Chairman said this issue had been discussed for a long time and the matter of who was responsible should be clarified at this meeting. He would like District Lands Office, Tuen Mun (“DLO/TM”) to explain the examination and approval process concerned.

119. Mr MOK Hing-cheung of the DLO/TM said the office had not yet received the application concerned.

120. Mr Mark MOK of the TD added that it had been decided at an informal meeting in August 2016 that the DLO/TM should continue to process the KMB’s application while the KMB should provide a revised proposal separately. The department had received the proposal on 18 October 2016, but it still needed to clarify the details with the KMB at the moment. The department had been processing the application as quick as possible.

121. The Chairman said that as this matter was concerned with residents’ interest, government departments should have better coordination among themselves and the KMB should proactively report to the TMDC about the details.

122. Given that the KMB had submitted a revised proposal to the TD, a Member suggested the KMB provide the proposal for the TTC’s examination and comment.

123. The Chairman asked whether the KMB could provide the proposal for the

TTC within one week.

124. Mr Kelvin YEUNG of the KMB said that in May 2015, the KMB had applied to the DLO/TM for setting up of a customer service kiosk at TMR BBI. It had been decided at the informal meeting in August 2016 that the DLO/TM would further process the application by, for example, conducting consultation, considering the use of land and carrying out tendering exercises. Later on 18 October of the same year, the KMB had submitted a revised proposal to the TD. If the department concerned decided to select a contractor for the customer service kiosk through tender, the KMB would be glad to consider submitting a tender. Yet, no tender invitation had been received so far.

(Post-meeting note: In view of the decision made in paragraphs 38 to 45 of the minutes of the 4<sup>th</sup> TTC meeting in the year 2016-2017 and the KMB's submission of the revised proposal to the TD, the application mentioned above had superseded the KMB's application for the DLO/TM's provision of land at TMR BBI for establishment of a convenient store. In February this year, the DLO/TM had written to the KMB clarifying that there had been no application under processing. Despite this, the DLO had contacted the relevant government departments for exploring the feasibility of open tender and studied the KMB's proposal with the TD.)

125. Members then made the following comments and enquiries:

- (i) A Member said that Members had proposed installation of Octopus add-value machines, yet security posed an unresolvable problem. The Member also said the customer service kiosks at both Tai Lam Tunnel Bus Interchange and Lam Tin Bus Terminus operated very well, so government departments should process the application for setting up a customer service kiosk at TMR BBI as soon as possible. In case of problems in land use, the DLO/TM should proactively make coordination efforts to address them. For higher work efficiency, other departments should also discuss any expected difficulties with other stakeholders. Moreover, it was incomprehensible that the TD stressed time and again there were still technical issues to be resolved in the application but gave no details thereof. The design of the customer service kiosk and the services to be provided there would eventually be put forward to the TMDC for consultation, but Members were not yet provided with concrete information. He asked the KMB to provide the details concerned;
- (ii) A Member said she did not understand why the TD refused to disclose the details of the examination and approval process. Besides, TMR BBI did not

belong to any bus company, so the Government might consider operating the customer service kiosk by itself. She asked the TD to provide more details;

- (iii) A Member said that the KMB's proposal for the customer service kiosk was after all business-oriented whereas government departments had to take public interest into consideration; yet, the KMB should provide the details of the proposal for Members' examination. If Members considered the proposal acceptable, they would support the application being approved by government departments; if they considered that the proposal was stewed towards the interests of the KMB, they might request government departments to put the customer service kiosk to open tender. However, Members were being kept uninformed about the details. Therefore, while requesting the KMB to provide the details concerned, he hoped the government departments would clarify their power and responsibilities as soon as possible;
- (iv) A Member was dissatisfied that despite long discussions over this issue, government departments were yet to clarify the matter of who was responsible. She suggested the TD specify in detail the scope of services of the customer service kiosk and put it to open tender if necessary;
- (v) A Member said the KMB should provide details of the plan, such as types of commodities, for discussion by Members and the TD; and
- (vi) A Member said that if passengers felt sick at the interchange, they might seek assistance at the customer service kiosk. In his view, the Government's work should be oriented towards public convenience and anything that could bring benefits to society was worthy of consideration.

126. Mr Mark MOK of the TD explained that only under specific circumstances could the department permit bus companies to set up customer service kiosks; however, as the revised proposal of the KMB involved sale of commodities, the department had to clarify its authority to approve the proposal. At the informal meeting in August 2016, the DLO/TM had agreed to process the original application of the KMB following the established mechanism.

127. The Chairman said consideration might be given to open tender if the customer service kiosk involved commercial elements.

128. Mr Kelvin YEUNG of the KMB said that after referring to the customer

## Action

service kiosk at Tai Lam Tunnel, Octopus add-value service, bus route enquiry service, mobile phone charging service, toilets, and small commodities like adhesive plasters, medicine and water would be provided at the customer service kiosk in the KMB's revised proposal.

129. A Member believed that the TMDC should optimise the facilities of TMR BBI as it was one of the landmarks in Tuen Mun and had even been visited by some other district councils. While understanding that TMR BBI was different from Tai Lam Tunnel, which was located on private land, he believed that open tender could be a solution to many procedural difficulties.

130. The Chairman invited the TD, the DLO/TM and the KMB to process the application as quick as possible and report on the progress at the next meeting.

DLO/TM, TD  
and KMB

131. A Member said the Working Group on Tuen Mun External Traffic had discussed the request for the whole-day service of Route No. 62X, but no progress had been made as yet. The Member requested further discussion on this issue at the working group.

132. The Chairman asked the Working Group on Tuen Mun External Traffic to further discuss the above issue.

Working Group  
on Tuen Mun  
External Traffic

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

133. Members perused the paper.

134. The Chairman said it had been resolved at the meeting of the working group on 14 December 2016 that the issue titled "Proposal to Restore the Basement of Tuen Mun Government Offices into Car Park" be referred to the TTC for follow-up. He welcomed Ms Rosanna WONG, Senior Property Manager (Acquisition, Allocation & Disposal) Projects & Special Duties of the Government Property Agency ("GPA"), to the meeting.

135. Ms Rosanna WONG of the GPA reported to Members on the latest progress of the above issue, saying that Members' views were noted and the GPA had passed the information concerned to the relevant departments for further consideration and study. She added that the Registration and Electoral Office was looking for another site for use as a storehouse and it had also put the application for redevelopment funding on hold. The GPA kept an open mind on the use of the vacant area beneath Tuen Mun Cultural Square, whether as a public car park or a storehouse, but it was necessary to pay heed to the operational needs of different departments and consult

the relevant departments before further consideration. As for the proposal to convert the above vacant area into a car park, the GPA would seek the relevant departments' professional advice on traffic and transport, with regard to the shortage of parking spaces and the problem of illegal parking in Tuen Mun, the utilisation and vacancy rates of parking spaces, etc. If the relevant departments confirmed that there was a need to provide more parking spaces, the GPA would offer appropriate assistance to them so that the proposal to utilise the vacant area could be implemented as soon as possible.

136. The Chairman said the TTC was requesting that the area be restored into a car park, so there was no need for the GPA to consult other departments.

137. Members made the following comments:

- (i) A Member said there was no need for the GPA to consult other departments, because the vacant area beneath Tuen Mun Cultural Square had originally been zoned as a car park, and the working group had changed the title of this issue from "Proposal to Turn the Basement of Tuen Mun Government Offices into Car Park" to "Proposal to Restore the Basement of Tuen Mun Government Offices into Car Park"; and
- (ii) A Member said the vacant area had originally been earmarked for use as a car park.

138. The Chairman said the TTC would write to the GPA requesting the restoration of the vacant area beneath Tuen Mun Cultural Square into a car park.

Secretariat

(Post-meeting note: The above letter was issued on 28 February this year.)

139. A Member said the works for provision of illegal parking prevention facilities on Tuen Fu Road had originally been due for completion in November 2016 and later been rescheduled to be completed in December 2016. She asked about the completion date of the above works.

140. Mr Marcus LAU of the TD said that according to the HyD's information, the works had been completed on 23 December 2016.

**(B) Report by TD**  
**(TTC Paper No. 12/2016)**

141. Members perused the paper.

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

142. There being no other business, the meeting closed at 1:57 p.m. The next meeting would be held at 9:30 a.m. on 17 March 2017 (Friday).

Tuen Mun District Council the Secretariat

Date: 2 February 2017

File Ref: HAD TMDC/13/25/TTC/17