

Minutes of the 9<sup>th</sup> Meeting of  
the Traffic and Transport Committee (2016-2017) of  
the Tuen Mun District Council

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Date: 12 May 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.	10:58 a.m.
Mr LEE Hung-sham, Lothar, MH	TMDC Vice-chairman	9:30 a.m.	End of meeting
Mr KWU Hon-keung	TMDC Member	9:31 a.m.	End of meeting
Mr TO Sheck-yuen, MH	TMDC Member	9:30 a.m.	End of meeting
Mr CHU Yiu-wah	TMDC Member	9:30 a.m.	End of meeting
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	9:30 a.m.	End of meeting
Ms WONG Lai-sheung, Catherine	TMDC Member	9:30 a.m.	End of meeting
Ms HO Hang-mui	TMDC Member	9:36 a.m.	End of meeting
Mr LAM Chung-hoi	TMDC Member	9:30 a.m.	End of meeting
Mr TSUI Fan, MH	TMDC Member	9:30 a.m.	End of meeting
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.	11:37 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	9:30 a.m.	End of meeting
Mr MO Shing-fung	TMDC Member	9:30 a.m.	End of meeting
Mr KAM Man-fung	TMDC Member	9:41 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	9:39 a.m.	11:52 a.m.
Mr LAI Yu-lok	Co-opted Member	9:31 a.m.	End of meeting
Mr IP Chun-yuen	Co-opted Member	9:30 a.m.	End of meeting
Mr TSANG Tak-lung, Sam (Secretary)	Executive Officer (District Council) 2, Office, Home Affairs Department		

### By Invitation

Mr YIU Chiu-chung	Senior Engineer 2/Universal Accessibility, Highways Department
Ms LAM Wai-yin	Engineer 6/Universal Accessibility, Highways Department
Mr CHEUNG Kin-keung	Vice-Director Manager, Mannings (Asia) Consultants Limited
Mr LO Chun-ho	Assistant Manager, The Kowloon Motor Bus Company(1933) Limited
Mr Brian LAM	Assistant Operations Manager, Citybus Limited
Ms Annie LAM	Assistant Public Relations Manager - External Affairs, MTR Corporation 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
Mr LI Chun-wah	Engineer/Special Duties 2, Transport Department
Ms CHING Hoi-ying	Engineer/Housing & Planning/New Territories West, 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 Lap-pun	Station Sergeant, District Traffic Team (Tuen Mun), Hong Kong Police Force
Mr Kelvin YEUNG	Assistant Manager, The Kowloon Motor Bus Company (1933) 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

**I. Opening Remarks**

1. The Chairman welcomed all present to the 9<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 7<sup>th</sup> Meeting Held on 17 March 2017 and the 2<sup>nd</sup> Special Meeting Held on 29 March 2017**

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

**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**

(TTC Paper No. 42/2016)

(Paragraphs 6 - 13 of Minutes of the 4<sup>th</sup> Meeting, Paragraphs 6 - 14 of Minutes of the 5<sup>th</sup> Meeting, Paragraphs 6 -17 of Minutes of the 6<sup>th</sup> Meeting, Paragraphs 8 - 18 of Minutes of the 7<sup>th</sup> Meeting, and Paragraphs 5 - 11 of Minutes of the 8<sup>th</sup> Meeting of TTC (2016-2017))

(Written Response of Transport Department)

5. The Chairman said the TTC had agreed at its meeting on 17 March 2017 that the issue in question be taken forward at the current meeting and the Transport Department (“TD”) be requested to report regularly on the progress of the planning for public transport services on Tuen Mun - Chek Lap Kok Link (“TM-CLKL”). The TD had provided a written response before the meeting, and the Secretariat had distributed it to Members on 10 May 2017.
6. Mr Mark MOK of the TD said the Highways Department (“HyD”) had earlier estimated that the completion of the northern section of TM-CLKL would be

postponed until 2020, adding that the TD would keep tabs on the progress of works and would undertake consultation as soon as possible if there were any plans for the related public transport services.

7. The Chairman said the Commissioner for Transport had also indicated at the TMDC meeting on 2 May 2017 that the opening of TM-CLKL was expected to be postponed until 2020, so he suggested deferring the discussion of this issue for the time being and inviting the TD to report in the light of actual circumstances.

8. Ms CHING Hoi-ying of the TD said the HyD would start the investigation study and preliminary design of Tuen Mun Western Bypass in the second half of this year, and the relevant departments would report to the TTC when there was any further information.

9. Members made the following comments and enquiries:

(i) A Member said the TD should start to plan and consult the TMDC about the arrangements for transport services on TM-CLKL;

(ii) A Member requested the TD to report on the progress of this issue every two months, since the TTC had discussed it for many times and put forward a number of suggestions; and

(iii) A Member said that while there was still some time to go before TM-CLKL was commissioned, the department should make early preparations and explain the preliminary planning directions. Besides, he suggested Members make proposals on the planning for public transport services on TM-CLKL to the department directly to facilitate its follow-up and study.

10. Noting that the opening of TM-CLKL would be postponed until 2020, the Chairman said the efficiency of council meetings might be impaired if the TD was required to report on the progress at every TTC meeting.

11. Mr Mark MOK of the TD said there were still several years to go before the northern section of TM-CLKL was commissioned, and the department would undertake consultation as soon as possible when there were any plans for the related public transport services.

12. The Chairman concluded by inviting the TD to report to the TTC regularly on the progress of the works in the light of circumstances and consult the TMDC

TD

about the plans for the public transport services.

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

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

**(Paragraphs 14 - 23 of Minutes of the 5<sup>th</sup> Meeting, Paragraphs 18 - 23 of Minutes of the 6<sup>th</sup> Meeting, Paragraphs 19 - 26 of Minutes of the 7<sup>th</sup> Meeting, and Paragraphs 12 - 17 of Minutes of the 8<sup>th</sup> Meeting of TTC (2016-2017))**

**(Written Response of TD)**

13. The Chairman said the Secretariat had distributed the written response of the TD to Members on 4 May 2017.

14. The Chairman further said the TD and the HyD had held a briefing session on 28 April 2017 to report to Members on the progress of this issue. The departments were currently conducting assessments and studies according to the specific proposals put forward by Members at the briefing session. They expected to report to the TTC on the progress in July 2017. The TTC would further discuss this issue after the departments concerned completed the assessments.

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

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

**(Paragraphs 150 - 152 of Minutes of the 8<sup>th</sup> Meeting of TTC (2016-2017))**

**(Written Response of HyD)**

15. The Chairman said the Secretariat had distributed the written response of the HyD to Members on 10 May 2017. He then welcomed Mr YIU Chiu-chung, Senior Engineer 2/Universal Accessibility, and Ms LAM Wai-yin, Engineer 6/Universal Accessibility, of the HyD, and also Mr CHEUNG Kin-keung, Vice-Director Manager of Mannings (Asia) Consultants Limited, to the meeting.

16. The Chairman further said that at its meeting on 15 February 2017, the Working Group on Traffic Problems within Tuen Mun District had requested the HyD to arrange an on-site inspection, which had subsequently been carried out on 8 March. Members of the working group had also requested the department to check pedestrian flow on five of the footbridges and resolved to refer the issue to the TTC for follow-up.

17. In addition, Mr YIU Chiu-chung of the HyD said that as requested by members of the working group, the department had conducted seven pedestrian flow surveys from 8 to 22 March 2017, and the results were detailed in the HyD's written

response.

18. Members made the following comments and enquiries:
- (i) A Member said pedestrian flow on the footbridge (NF342) over Ming Kum Road near Po Tin Estate was almost 1 000 people per hour maximum, and many seniors, disabled people and students used this footbridge to travel to and from Kin Sang Estate, Po Tin Estate and Goodrich Garden. Moreover, five private buildings would be completed near Kin Sang Estate and it was expected that pedestrian flow on NF342 would increase accordingly. He therefore requested retrofitting of lifts to NF342 and urged the Government to implement this programme as quick as possible to improve people's lives;
  - (ii) A Member noted that according to the data provided by the Social Welfare Department, there had been 12 960, 9 148 and more than 30 000 applications respectively for disability allowances, the Old Age Allowance and the Old Age Living Allowance in Po Tin Estate as at 31 December 2016, showing that there were a large number of people in need in that area. Moreover, the demand for barrier-free facilities was relative strong among residents as there were some elderly homes and kindergartens in Po Tin Estate, and the flow of pedestrians to and from Kin Sang Estate and Po Tin Estate was expected to rise as two private property projects would be completed near Kin Sang Estate. For these reasons, she requested retrofitting of lifts to NF342;
  - (iii) A Member said the HyD had merely invited the TMDC to select three out of 27 footbridges for lift retrofitting and the progress was too slow. He therefore requested the Government to provide more resources for prompt improvement to pedestrian crossing facilities in the district. Besides, he thanked the HyD for carrying out a new survey of pedestrian flow on the footbridge (NF103) over Lung Mun Road near Light Rail Butterfly Stop. While NF103 connected the Light Rail stop and a bus stop, there were no pedestrian crossing facilities within a 200-metre distance but only a 100-metre ramp and an inconveniently-located staircase at the two ends of the footbridge. Although pedestrian flow on NF103 was lower than that on other footbridges in the district, there were a number of social welfare organisations nearby and the current design of NF103 was inconvenient for the disabled. Therefore, he suggested retrofitting lifts to NF103; and
  - (iv) A Member said the footbridge (NF98) over Wu King Road near Wu Chui Road was the pivot of the Tuen Mun Ferry Pier area with an hourly

pedestrian flow of 1 333 people, the highest in the area. Moreover, the average age of residents in the Tuen Mun Ferry Pier area was relatively high, and there were also social welfare facilities such as elderly homes and sheltered workshops nearby, so the footbridge was used by many elderly people and wheelchair users. In view of this, he requested retrofitting of lifts to NF98.

19. The Chairman said that as the HyD wanted the TTC to select three out of 27 proposed locations for the lift retrofitting projects in the current phase and select a backup plan. He suggested following the practice adopted in the first phase of the Universal Accessibility Programme (“UAP”), in which Members should first recommend footbridges for lift retrofitting and a vote should be held if necessary.

20. In addition, the Secretary said the TTC and the Working Group on Traffic Problems within Tuen Mun District had discussed the UAP in 2013. At that time, members of the working group had recommended seven of the many proposed locations for the lift retrofitting projects, and the working group had finally selected three out of the seven locations for the lift retrofitting projects by voting. If Members agreed to follow the previous practice, they might first recommend footbridges for lift retrofitting. If there were more than three recommended locations, the TTC would select three by voting, and if there were only three recommended locations, a vote would not be called for.

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

- (i) A Member said TMDC Members believed that the demand for the footbridge near Siu Hong Station was low because there had been only one person crossing the footbridge within two hours, but the Government retrofitted lifts there. Quite the contrary, pedestrian flow was very high on the footbridge near Sam Shing Street, but no consideration was given to retrofitting lifts to it. Therefore, he requested the HyD to explain whether this programme was carried out in full accordance with the ideas of the TMDC;
- (ii) A Member suggested Members consider pedestrian flow on each proposed location before casting their votes and requested the Secretariat to specify the pedestrian flow for Members’ reference;
- (iii) A Member noted that voting arrangements had not been touched upon at the briefing session on the issue “Provision of Cover to Walkway” held earlier

by the TD and the HyD. She requested the Chairman to explain the reasons for proposing a vote on the issue in question. And in her view, a vote might not necessarily be effective in selecting the footbridges that could benefit the largest number of residents;

- (iv) A Member said it was irresponsible to request the relevant department to provide additional information only after the issue had been discussed for a long time. He opined that Members should make adequate preparations for meetings. He supported deciding the final works projects by voting; and
- (v) A Member said all the 27 proposed locations should be open for selection by Members and suggested other Members should take pedestrian flow on each bridge into account in the vote.

22. Mr YIU Chiu-chung of the HyD responded that it was believed that as there were no barrier-free facilities at the footbridge on Siu Hong Road, it was necessary for the department to retrofit lifts to the footbridge on Siu Hong Road to meet requirements on barrier-free access. Moreover, the department wanted the TTC to select three projects and propose a backup plan for the next UAP phase, and the department would implement the programme in accordance with the TTC's decisions.

23. The Chairman suggested not retrofitting lifts to the footbridge near Sam Shing Street for the time being as widening works would be carried out on Castle Peak Road later. Besides, he suggested the three projects be selected by voting.

24. Miss Gillian CHAN, Assistant District Officer (Tuen Mun)<sup>2</sup>, said "Provision of Cover to Walkway" and the UAP in question were two different issues, as the former involved building of covers on roads whereas the latter involved retrofitting of lifts to footbridges. When the Working Group on Traffic Problems within Tuen Mun District discussed and voted on the latter in 2013, members of the working group had first selected and recommended seven out of the many proposed locations for the lift retrofitting projects, and finally selected three out of the seven locations for the projects by voting. The previous practice could be applied to the current programme if Members agreed so. She further said all the 27 proposed locations in the current programme were open for selection by Members, and a vote would be necessary only if there were finally more than three recommended projects. Besides, the Secretariat had prepared ballot sheets which clearly set out the highest pedestrian flow per hour at each proposed location for Members' reference.



25. A Member said the Working Group on Traffic Problems within Tuen Mun District had earlier requested the HyD to check pedestrian flow on some footbridges. He requested the department to explain why pedestrian flow on only five footbridges was provided in its written response.

26. Mr YIU Chiu-chung of the HyD said the Working Group on Traffic Problems within Tuen Mun District had requested the department to check pedestrian flow on five footbridges and the results were detailed in the department's written response.

27. Members made the following comments and enquiries in the third round of discussion:

- (i) A Member enquired how to select the backup plan;
- (ii) A Member asked whether it was alright to select any number of projects, from one to three, in the vote;
- (iii) A Member suggested Members make their choices based on pedestrian flow;
- (iv) A Member suggested a vote by open ballot; and
- (v) A Member added that the Working Group on Traffic Problems within Tuen Mun District had set a number of selection criteria for this kind of projects, which included pedestrian flow, whether alternative facilities were available within a 100-metre distance, whether there were any social welfare organisations nearby, and the estimated new population.

28. The Chairman said Members might select zero to three projects in the vote. Besides, he suggested Members decide for or against an open ballot by a show of hands.

29. A Member asked whether the Secretariat would record the results of the open ballot in the minutes.

30. The Secretary responded that if Members decided for the open ballot, the Secretariat would record its results in the minutes.

31. After a vote, the TTC to hold the open ballot with 13 votes for it and zero

vote against it.

32. The Chairman asked the Secretariat to distribute the ballot sheets and arrange counting of votes. He also reminded Members to sign on the ballot sheets for verification, or else the ballot sheets concerned would be invalidated.

33. The Chairman said the Secretariat received a total of 28 ballot sheets. After counting of votes, the projects selected were NF98, NF342 and NF196, and the backup project was NF94 (see Annex 1). HyD

**(D) Strong Request for Provision of Permanent Parking Spaces in Tuen Mun Area 44**

**(Paragraphs 90 - 105 of Minutes of the 8<sup>th</sup> Meeting of TTC (2016-2017))**

34. The Chairman said the Secretariat had distributed the written response of the Leisure and Cultural Services Department (“LCSD”) to Members on 10 May 2017.

35. Ms CHING Hoi-ying of the TD said the department considered a number of factors when building car parks, including the demand for parking spaces in the area concerned, the usage of completed car parks, impacts on traffic conditions and so forth. Sites suitable for construction of car parks were generally also suitable for other uses, so the department believed that land could be fully utilised only by adopting a development model that integrated car parks with other development projects. The department would further study this issue with the LCSD.

36. A Member said several hundred vehicles were parked in the two temporary car parks in Tuen Mun Area 44. While agreeing with the LCSD’s plan to convert the sites into parks, he opined the Government should address the parking space shortage caused by the plan. He opposed neither the construction of multi-storey car parks nor the development of integrated projects with public parking spaces, but he requested the Government to consult the TMDC after specific plans were worked out.

37. A Member did not object to the conversion of the temporary car parks in Tuen Mun Area 44 into parks, but the works concerned would give rise to problems such as illegal parking and traffic congestion. Therefore, the Member suggested the Government carry out an inter-departmental study on how to accommodate the vehicles that had been parked in the area for a long time.

38. A Member said the TD had the responsibility to satisfy the public’s demand

for parking spaces, so the Government should accommodate the vehicles that had used to be parked in the temporary car parks before converting them into parks, and it should also consider the construction of multi-storey car parks.

39. The Chairman suggested the LCSD consider carrying out the works in two phases to avoid a sharp plunge in the supply of parking spaces in the area.

40. A Member said it would be more desirable if the Government could build car parks before parks.

41. The Chairman asked the TD to consider Members' views.

TD

**(E) Request for Rationalisation of Routes B3A and B3M  
(Paragraphs 96 - 105 of Minutes of the 2<sup>nd</sup> Special Meeting of TTC  
(2016-2017))**

42. The Chairman said that at its second special meeting on 29 March 2017, the TTC had decided to take this issue forward and requested the TD to examine Members' proposals for improvement to Route B3 series.

43. Mr Mark MOK of the TD said some Members had proposed at the special meeting that Route B3M be re-routed via Castle Peak Road, and the department had explained the relevant considerations and expressed reservations about the proposal at that time. Some Members had also proposed Route B3 be re-routed via Castle Peak Road. The bus company had carried out a trial run and found that the journey time would increase by over 10 minutes to more than 50 minutes, so there would be certain impacts on passengers. Moreover, the bus company would have to put in more resources to maintain the existing service frequency. For these reasons, the department considered that the re-routing proposal was not ideal, but it would closely monitor the services of Route B3 series, keep abreast of community developments and adjust the services when appropriate.

44. A Member said he had proposed at the previous special meeting that Route B3 proceed to Tuen Mun Heung Sze Wui Road directly after running along Hoi Chu Road, and that Route B3M be re-routed to depart from Sam Shing and take Castle Peak Road to Shenzhen Bay via Fu Tai, which was different from the route taken in the department's trial run of Route B3.

45. Mr Mark MOK of the TD responded that the department had carried out studies in view of the proposals put forward by Members at the special meeting that

Route B3 omit Tuen Mun Heung Sze Wui Road and be re-routed to take Castle Peak Road to Shenzhen Bay directly. Moreover, the original purpose of Route B3M was to divert passengers from Route B3X, but such a diversion function would be rendered ineffective if Route B3M departed from Sam Shing. Furthermore, the services of Route B3M were provided during off-peak hours and its bus resources were deployed from other routes after peak hours. The department would keep monitoring the services of Route B3 series and make adjustments when appropriate.

46. The Chairman said that as the catchment areas of Routes B3 and B3M partly overlapped, some Members had suggested Route B3 be re-routed via Castle Peak Road. In addition, he suggested Route B3M be re-routed to take Pui To Road to Fu Tai.

47. Mr Mark MOK of the TD said Route B3M was set up to divert passengers from Route B3X, so its journey time was similar to that of Route B3X and its existing service frequency should be maintained. Extra journey time and resources would be entailed if Route B3M was re-routed via Castle Peak Road, and the current patronage of Route B3M could reach 70% to 80% maximum. Therefore, the department had reservations about the proposal.

48. Members made the following comments on the issue:

- (i) A Member said the TD and the bus company had never consulted the TMDC before the launch of the services of Route B3M, adding that the department was paying no regard at all either to Members' mere request for improvement to Route B3M services or their re-routing proposals. As the current patronage of Route B3M was not high, the department should arrange special departures for a trial run on the new route of Route B3M;
- (ii) A Member said that while a number of Members found Route B3 series problem-laden, the TD argued that there was no need for the bus company to make improvement, so he suggested the TTC call a special meeting to focus on issues about Route B3 series. The Member added that at the special meeting, the TD and the bus company should be requested to take follow-up actions, or else the department should put the service out to tender anew. Moreover, it took only 10 to 15 minutes to travel between Tuen Mun and Shenzhen Bay, but the service frequency of Route B3 was every 30 minutes, which was unacceptable. He requested that the department should increase the service frequency of Route B3 to every 15 to 20 minutes and that Route B3M should be re-routed to operate via Fu Tai while Route B3A should omit

Fu Tai;

- (iii) A Member said Route B3M did not match the timing of Tuen Mun residents' travel to and from Shenzhen Bay with its first departure scheduled for 9:50 a.m. and the last departure of its return trips scheduled for 7:50 p.m. She therefore wondered if Route B3M was a "bus route for shopping centre only" that did not serve to divert passengers from Route B3X. The patronage of Route B3M reached 80% but most of its passengers got aboard in San Hui or Hung Kiu, so the department should pay attention to not only the overall patronage but also passenger flow at each stop. In view of this, she suggested Route B3M be re-routed via Castle Peak Road, so that residents along Castle Peak Road needed not go to the town centre for Route B3X while passengers could thus be diverted from Route B3X and the patronage of Route B3M could be boosted further. As a result, although the journey of Route B3M would be prolonged, the catchment area of B3A would be shrunk and its service frequency could be increased to every 25 minutes. The department should review the whole Route B3 series instead of considering the re-routing proposal for Route B3M alone;
- (iv) A Member said the paper requested that Route B3M should be re-routed to operate via Fu Tai while Route B3A should omit Fu Tai, but it was beyond comprehension that instead of conducting studies in accordance with the requests of the paper, the department had carried out a trial run on the new route of Route B3. As most Members held the view that there was room for review in the services of Route B3 series, she requested the department to re-examine the whole Route B3 series;
- (v) A Member believed that Route B3M could hardly serve the purpose of diversion with a 30-minute headway, compared to the highly frequent services of Route B3X. If the department expected Route B3M to divert passengers from Route B3X, it should reduce the service frequency of Route B3X but increase that of Route B3M. Besides, as the services of Route B3 and Route 962 series of Citybus Limited ("Citybus") were poor, he requested the department to monitor bus companies more closely and review the services of Route B3 series;
- (vi) A Member said the department's trial run on the new route of Route B3 was totally irrelevant to the re-routing of Routes B3A and B3M as requested in the paper. Moreover, it was inappropriate for the TD not to consult the

TMDC about the arrangements for the services of Route B3M before its launch. Furthermore, currently it took 45 minutes to travel from Shan King Estate to Shenzhen Bay, compared to only 15 minutes before, so he agreed that Route B3A be re-routed and suggested that Route B3M take Pui To Road to Hoh Fuk Tong and take Castle Peak Road to Shenzhen Bay via Fu Tai. Besides, given that Members had proposed Route B3A be re-routed to omit Fu Tai to rationalise the whole route and this proposal had been endorsed by the TMDC, the Member did not understand why the department still gave no consideration to it;

- (vii) A Member noted that the services of Route B3 series did not cover Lam Tei, so he suggested bus stops of Route B3 series be built on Hong Kong - Shenzhen Western Corridor and lifts be built to connect roads in Lam Tei with the elevated corridor, so that residents in Lam Tei could get aboard there; and
- (viii) A Member said it was because the journey time of Route B3A was very long that Members proposed Route B3A be re-routed to omit Fu Tai, and the re-routing proposal was even supported by the TMDC Member of the constituency concerned, so the TD should actively consider putting it into practice. Besides, she requested the department to rationalise the routes of the whole Route B3 series and increase their service frequency.

49. Mr Brian LAM of Citybus said that as some Members had proposed at the previous special meeting that Route B3 be re-routed via Castle Peak Road, Citybus and the TD had conducted a study accordingly. Results of the study indicated that the proposal would lead to a longer journey time and was ineffective in improving the services of Route B3. Moreover, with its bus resources coming from other bus routes, Route B3M operated during off-peak hours only, serving to divert passengers from Route B3X. If Route B3M was re-routed via Fu Tai, the bus company had to keep extra resources during peak hours. After examination, Citybus considered this proposal not quite feasible, but it would keep abreast of community developments and adjust the services of Route B3 series when appropriate.

50. The Chairman suggested passing this issue to the Working Group on Traffic Problems within Tuen Mun District for follow-up.

51. A Member remarked that if even the TTC was unable to prompt Citybus and

the TD to improve the services of Route B3 series, it would not be meaningful to pass the issue to the working group for follow-up.

52. A Member said the service frequency of Route B3X was even higher than scheduled, so she believed that Citybus still had extra resources available during peak hours.

53. A Member said most Members wished to discuss issues about Route B3 series or Citybus in depth, so he suggested a special meeting be held to follow them up.

54. The Chairman suggested passing this issue to the working group for follow-up as there were numerous agenda items for the TTC. Yet, he had no objection if Members wanted to call a special meeting to follow up on this issue. He reminded Members that special meetings were subject to quorum requirements but informal meetings were not.

55. A Member said both an informal meeting and a forum were acceptable.

56. A Member suggested a special meeting be held for focused discussion to show the importance the TTC placed on this issue.

57. The Chairman concluded by saying that the TTC would call a special meeting to discuss this issue and asking the Secretariat to make arrangements. Secretariat

## **V. Discussion Items**

### **(A) TD's Traffic and Transport Work Plan (2017-18)** **(TTC Paper No. 33/2017)**

58. Mr Mark MOK of the TD said the objectives of the TD's work were to: strive for enhancement of road networks and traffic safety, support sustainable transport development, rationalise and optimise bus services, ameliorate air quality, put intelligent transport systems to extensive use, and improve emergency management. The paper expounded on the department's plan for its future work in Tuen Mun. Members were welcome to offer comments.

59. A Member asked the TD why the services of Route 62X were not covered in the part "Bus Services" of the work plan.

60. Mr Mark MOK of the TD responded that this paper mainly served to outline

the department's plan for its work in Tuen Mun in the year ahead, yet the department would continue to follow up on individual issues. While it had been proposed in the Tuen Mun District Bus Route Development Programme for the previous year that Route 62X be upgraded to a whole-day service, Members had requested not only that Route 62X be upgraded to a whole-day service, but that the services of other bus routes be maintained at the same levels. At last the bus company could only put the plan on hold after taking the use of resources into account.

61. Members made the following comments on the issue:

- (i) A Member said that while expounding on some traffic engineering projects such as cycle tracks and pedestrian facilities, this work plan gave no account of the issue of parking spaces, which most Members were concerned about. As he expected the district to face an increasingly serious shortage of parking spaces, he did not understand why the problem was not approached in the department's work plan for this year;
- (ii) A Member said that having seen a marked rise in profits in the previous year, The Kowloon Motor Bus Co. (1933) Ltd. ("KMB") should purchase more buses to provide the services of Route 62X throughout the day; and
- (iii) A Member noted that the work plan mentioned road facility improvement works to be carried out by the department on some road sections in the district. Normally, the TD would refer the works it had approved to the HyD for implementation, but many works were time-consuming, so she suggested the department specify the expected completion time and designate the departments and officers in charge of the works in the work plan to facilitate follow-up by the TMDC Members of the relevant constituencies.

62. Mr Marcus LAU of the TD said the TD would issue a works request to the HyD after working out a design drawing, adding that in case of simple works, the department would usually request the HyD to carry out them within two months. The HyD would plan the time of the works having regard to manpower, advance work and other factors.

63. Mr Mark MOK of the TD said the completion time of general road works was determined by the HyD in the light of the progress of works. If there were any enquiries, the department could provide the expected completion time of individual



road works after the meeting.

64. A Member said she was surprised that the TD gave the HyD two months' time to carry out the works. She had joined the TD and the HyD in following up on a number of road works and many of them had taken two or three years to complete, which were greatly at odds with the time limit set by the TD. She therefore opined that the TD and the HyD should strengthen their communication and cooperation.

65. A Member requested the TD to explain whether the work plan provided measures to ease the shortage of parking spaces in the district. Besides, the Member urged the department to explain how to step up regulation of green minibuses.

66. Mr LIU Hing-wah of the HyD responded that the contents of the TD's paper were not prepared by the HyD, so information on the progress of individual road works was not available at the moment, yet he would contact the TMDC Members of the relevant constituencies after the meeting.

67. The Chairman said representatives of departments should make adequate preparations before attending a meeting.

68. A Member remarked that TTC meetings were formal meetings and attending department representatives were supposed to make preparations. Besides, the road works projects that the TD referred to the HyD for follow-up were often left on the shelf, and it often took two or three years to complete the works. Besides, she commended Mr LI Chun-wah, an engineer of the TD, for actively assisting her in following up on the progress of various road works.

69. Mr LIU Hing-wah of the HyD said that after receiving the TD's works requests, the department would usually apply for road-breaking permits and arrange removal of public facilities as necessitated by the works projects, so the actual works arrangements might not be consistent with the timeframe set by the TD.

[Post-meeting note: The HyD would also draw up works schedules having regard to factors such as manpower and the urgency of projects.]

70. Mr Mark MOK of the TD responded that upon receipt of complaints about the services of green minibuses, the department would request the operators

concerned to follow them up and assign staff to look into their services. If it was established that the services needed improvement, the department would request the operators to strengthen their services. The department understood that there were delays on some minibus routes, but some cases might have to do with road incidents and traffic congestion.

71. Members made the following comments and enquiries in the third round of discussion:

- (i) A Member said it had been over two years since she suggested providing barrier-free facilities at bus termini, but the department had not yet carried out the works. She enquired of the HyD whether each and every of its works took two years to complete. Besides, she suggested the department prioritise works according to their degree of difficulty and the public's needs;
- (ii) Dissatisfied with the HyD's responses, a Member said the department concerned had been requested to provide parking spaces for disabled people on Sam Shing Street, and the works, though involving alterations to existing parking spaces only but no road breaking, had taken more than two years to complete. While agreeing that it took time go through procedures such as application for a road breaking permit, she did not understand why the department was unable to promptly carry out even simple works; and
- (iii) A Member said it was not necessary for the HyD to specify the timeframes for individual road works, but it should explain why most works took more than two years to complete.

[Post-meeting note: The proposed works for parking spaces for disabled people on Sam Shing Street involved lowering of the existing kerbs for the convenience of the disabled, and thus necessitated road breaking and the application for a road breaking permit. Given the current progress, the HyD expected the works to be complete in late August 2017.]

72. Mr LIU Hing-wah of the HyD said there were currently a total of 50 to 60 road improvement works in Tuen Mun, and if Members would like to ask about individual projects, he could provide the relevant information after the meeting. Normally, after receiving a request for works, the department had to see if the works involved public facilities or removal of trees which alone took one year to complete. If road breaking was required in the works, the department had to apply for a road

breaking permit half a year before the works.

73. A Member pointed out that provision of barrier-free facilities in the bus terminus involved neither tree removal nor road breaking. The Member did not understand why it still took two years to prepare for the advance work of the works concerned and found the department's explanation unconvincing.

[Post-meeting note: The HyD expected the works in the bus terminus at Lung Mun Oasis to be substantially complete in mid-June 2017.]

74. The Chairman concluded by requesting the HyD to give written responses to the above enquiries from Members and inviting the TD to consider Members' views. HyD and TD

[Post-meeting note: According to previous arrangements, the TD would seek the HyD's advice on the timeframe for works after working out a design drawing, and the HyD would provide the TD with a practical works schedule taking into account factors such as other projects in Tuen Mun that were also on the works lists and pending commencement at that time, the resources available for deployment by the department, the requirements of the works like the tree conservation and removal (which usually took more than 12 months to complete) involved in land formation, and the need to break pavements or carriageways and apply for a road breaking permit (which usually took four to eight months to complete). But finally, the HyD's advice had not been adopted in the works requests issued in respect of some proposed works projects. To avoid big time gaps between the actual plans for works and the timeframes requested by the TD in the future, since late 2016 the TD had been trying its best to match the works requests it issued with the works schedules provided by the HyD.]

**(B) Concern over Impact of Water Main Burst Incident in Tuen Mun South West Area on Traffic within the District**  
**(TTC Paper No. 34/2017)**

75. The Chairman said the TD had provided a written response before the meeting, which was Paper No. 1 distributed at the meeting.

76. A proposer of the paper said water main burst incidents had happened in Tuen Mun South West Area two days in a row on 18 and 19 April 2017, and repairs had lasted for more than 20 hours on 19 April. It was not until tens of minutes after the incidents that the TD had made an announcement and one hour after the

incidents that the news had been shown on the mobile application “GovHK”. Moreover, as the TD-launched mobile application “eTraffic News” could display only three pieces of special news, the public would have been unable to know the above water main burst incidents from the application if any other incidents had happened subsequently. Furthermore, the latest transport arrangements had not been shown clearly on the temporary stop signs put up by KMB at the scene. In case of major unexpected incidents, the Government should inform residents and announce corresponding arrangements as early as possible.

77. A Member said water main burst incidents happened occasionally as water mains replacement works were underway in Tuen Mun. He reckoned that the Water Supplies Department (“WSD”) should have assigned representatives to attend the meeting. Besides, in case of unexpected incidents in urban districts, the Government would disseminate news through different media such as the Internet and television; however, the arrangements made for Tuen Mun were different. He suggested the Government set up an emergency contact centre for coordination among departments, so as to strengthen the notification mechanism and enhance flexibility in handling unexpected incidents.

78. A Member said that traffic at and around a bus stop at Goodview Garden had been affected in the water main burst incident in the Siu Tsui area on 14 March 2017, but the Government and bus companies had not informed residents. In fact, whenever an unexpected incident happened, many residents approached district councillors for assistance, so he hoped the Government could inform the affected residents and the district councillors as early as possible. Besides, the Government informed residents about unexpected incidents through different applications (including “eTraffic News”, GovHK and the TD’s website), among which the TD’s website was updated in the timeliest manner whereas GovHK was not updated at a satisfactory pace. In view of this, he requested the Government to strengthen the services concerned in a bid to disseminate news on unexpected incidents to the affected residents as early as possible.

79. Mr Mark MOK of the TD said that in case of an unexpected road incident, the department mainly played a coordinating and information gathering role. If the incident led to traffic diversions or road closures, bus companies would also send staff to the scene to offer assistance and make appropriate arrangements for passengers there. Every day the TD received a large amount of news about road incidents, and it assessed their impacts and determine how to inform the public (e.g. by radio, television or other media). For instance, in case of an unexpected

incident in an urban district near peak hours, as there were a large number of affected people, the department had to use multiple ways to inform passengers. For the water main burst incidents in Tuen Mun, the Emergency Transport Co-ordination Centre (“ETCC”) had disseminated news to the public after the department had learnt that road closures were necessary at the scene.

80. Mr WONG Lap-pun of the Hong Kong Police Force said that upon being notified of an unexpected incident, the Police would attend the scene immediately to identify the cause of the incident and assess the extent of its impacts. If necessary, the Police would request the WSD, the gas company and so forth by radio to send staff to the scene for investigation. The Police would facilitate the investigations by the relevant departments or organisations. If necessary, the Police would implement road closure measures and divert vehicles nearby. Meanwhile, the Police would keep reporting to the ETCC on the developments of the incident and actively support organisations such as the TD and bus companies.

81. A Member said the WSD was carrying out water mains replacement works in Tuen Mun, so the department and the TD were supposed to be able to foresee a higher risk of water main bursts in Tuen Mun, and the relevant departments should have made early preparations and informed residents as soon as possible after the incidents. Moreover, the mobile application “eTraffic News” could display only three pieces of important news. He suggested the TD increase the number of news that could be displayed and provide the expected repair time. If an unexpected incident led to traffic diversions, the department should inform large housing estates and the district offices of the Housing Department in the affected areas and disseminate news to residents through management offices, so that the public could be informed about the traffic diversion arrangements as early as possible.

82. A Member said that as the department’s mobile application could display only three pieces of news, incidents that happened earlier could not be shown if there were other unexpected incidents. In view of this, she requested the department to enhance the application and disseminate news to affected residents as early as possible. She hoped that in case of important arrangements such as bus diversions, bus companies would send staff to the scenes for handling and order maintenance.

83. Mr Mark MOK of the TD said he would relay Members’ views to the ETCC for consideration and pass on the views on application enhancement to the relevant section for study.

84. The Chairman invited the TD to consider Members' views.

TD

**(C) Request for Purchasing Additional Train Cars for West Rail Line  
(TTC Paper No. 35/2017)**

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

86. Ms Annie LAM of the MTRCL said the MTRCL would adjust the services of West Rail Line ("WRL") in the light of passenger demand. Since 2012, a total of more than additional 200 train trips had been running on WRL in different hours each week. Currently, trains ran between Hung Hom and Tuen Mun about every three minutes during morning peak hours. The MTRCL also operated special departures from Tin Shui Wai to Hung Hom during morning peak hours to ease the heavy passenger load on the busiest section of WRL (Kam Sheung Road to Tsuen Wan West). Moreover, seven-car WRL trains were being converted into eight-car trains, but due to the complicated procedures involved in the conversion process, such as integration of information systems in compartments and replacement of components, the whole conversion of 28 trains would take 30 months to complete. Among the existing 28 WRL trains, 15 trains had been converted and come into service. The MTRCL expected that WRL's carrying capacity could be boosted by 14% after the conversion of all WRL trains was completed. Furthermore, to tie in with the Sha Tin to Central Link ("SCL") project, the MTRCL had awarded contracts in 2014 to purchase 148 new train cars and convert 348 existing train cars. The MTRCL would keep monitoring passenger demand and adjust WRL's services when appropriate.

87. Members made the following comments and enquiries:

- (i) A Member said that as the project for properties above Kam Sheung Road West Rail Station had been put out to tender and regions such as Yuen Long South would be developed one after another, the upgrade to eight-car WRL trains could just temporarily ease the existing heavy passenger load instead of coping with the new population in New Territories West in the future. Besides, the train cars purchased earlier by the MTRCL merely served to meet the future passenger demand for SCL without regard to the growth of population in Tuen Mun and Yuen Long. Therefore, she requested the MTRCL to purchase more train cars for WRL as soon as possible;

- (ii) A Member requested the MTRCL to provide a timetable on the conversion of all WRL trains to eight-car trains and specify how many of the 148 new train cars purchased by the MTRCL would be deployed to WRL. Besides, as the south extension of WRL was expected to open in 2022, he advised the MTRCL to purchase more train cars for WRL as early as possible; and
- (iii) Noting that it took one month or so to convert a WRL train, a Member said the progress was too slow. Besides, he suggested the MTRCL increase the service frequency of WRL.

88. Ms Annie LAM of the MTRCL said it was expected that WRL would be linked up with Ma On Shan Line and SCL to form the East-West Corridor in 2019, so the whole WRL would be part of the East-West Corridor in the future. By then, eight-car trains would run between Tuen Mun and Wu Kai Sha Station along the East-West Corridor. After the opening of the East-West Corridor, the service frequency during peak hours would not be lower than the current frequency on WRL, and where possible, the MTRCL would increase services and take different measures to manage passenger load. Besides, it took about one month or so to convert a WRL train because of the complicated procedures required in the conversion of train cars such as re-connection of a large number of electric lines and signal lines, installation of dynamic route maps in compartments and passenger information display systems, and dynamic and static tests. The current progress of conversion was satisfactory, with 15 of the 28 WRL trains already converted and put into service. Improvement had been seen in boarding at the relatively busy Tin Shui Wai Station after eight-car trains were put into service on WRL. Besides, while railway plans such as Tuen Mun South Extension or Hung Shui Kiu Station were all led by the Government, the MTRCL would do its utmost to give support and it had submitted a proposal on Tuen Mun South Extension to the Transport and Housing Bureau in late 2016.

89. The Chairman enquired how long the conversion of the remaining 13 WRL trains would take.

90. Ms Annie LAM of the MTRCL responded that it was expected to be complete in 2018.

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

- (i) A Member said that as the existing WRL trains were inadequate to cope with

the continuously growing population in Tuen Mun, the MTRCL should make early preparations by purchasing more train cars and increasing the service frequency of WRL;

- (ii) A Member said the population of Tuen Mun would grow in the future. He requested the TD to give an account of its forecast about the future transport demand in Tuen Mun; and
- (iii) A Member said that calculated on the basis of four persons standing per square metre, the patronage of WRL reached 104% during the busiest hours. She enquired whether the MTRCL had put in place any criteria for enhancement of service frequency.

92. Ms Annie LAM of the MTRCL said the MTRCL would adjust the service frequency of WRL in the light of patronage. WRL trains had been converted into eight-car trains since 2015 and the first eight-car WRL train had been put into service in January 2016. Patronage had become stable as more and more eight-car trains came into service, and calculated on the basis of four persons standing per square metre, the patronage on the busiest section during the busiest hours had dropped from 104% in 2015 to 99% in 2016.

93. Mr Mark MOK of the TD said the TD would estimate the transport demand arising from different development projects, adding that it would also strengthen services and launch new services when necessary. However, there was no direct relationship between transport services and population, and it was difficult to increase public transport services on the sole basis of population growth as the department had to examine many factors such as the transport network and the pace of community development at that time. Yet, the department would adjust transport services in the light of actual circumstances.

94. Members made the following comments and enquiries in the third round of discussion:

- (i) A Member said the passenger volume of WRL would certainly rise further after Tuen Mun Area 54 was occupied, so it was necessary for the MTRCL to purchase new train cars and increase the frequency of services to every three minutes;
- (ii) A Member noted that the patronage on the busiest section was still as high as 99% despite the decline. She believed that WRL could hardly cope with



the new population of 400 000 in Tuen Mun, Yuen Long and Tin Shui Wai in the future even if eight-car trains would run along the entire WRL in the next year. Currently, residents of Leung Tin Tsuen went to Tuen Mun Station, rather than Siu Hong Station which was nearer, to take WRL trains to ensure that they could get aboard. She requested the MTRCL to purchase more WRL train cars as soon as possible;

- (iii) A Member said the TTC had repeatedly requested the MTRCL to purchase more WRL train cars, adding that compartments remained very crowded although patronage on the busiest section had dropped to 99%. Noting that there were a total of 28 trains operating on WRL at an average frequency of about five minutes, she suggested the MTRCL increase the frequency of services. She also suggested that the number of WRL train cars be increased to nine, and that consideration be given to suspending passengers boarding and alighting at one of the train cars if some WRL stations could not accommodate nine-car trains;
- (iv) A Member said many Tuen Mun residents were unable to board Hung Hom-bound trains at Siu Hong Station and thus chose to take trains in the opposite direction, while some residents in Kin Sang Estate went to Tuen Mun Station directly to ensure they could get aboard. He requested the MTRCL to purchase more train cars and increase service frequency; and
- (v) A Member said she had once waited for a Tuen Mun-bound train at Tsuen Wan West Station and could get aboard only after three trains had arrived. As WRL was very crowded during peak hours, she suggested the MTRCL purchase train cars and increase service frequency as soon as possible.

95. Ms Annie LAM of the MTRCL added that WRL trains operated about every 2.9 to 3.5 minutes in morning and afternoon peak hours and special departures were operated at the peak of the morning busy hours to cope with demand on busy sections. Besides, eight-car trains would run along the East-West Corridor, with its stations as well as electrical and engineering facilities designed for eight-car train operation and its signal systems compatible for further enhancement of service frequency.

96. The Chairman said the TTC was of the unanimous view that WRL services should be strengthened. He invited the MTRCL to give written responses to Members' requests later.

MTRCL

**(D) Request for Operation of Route A33 via Chi Lok Fa Yuen**  
**(TTC Paper No. 36/2017)**

97. The Chairman said the Secretariat had distributed the written response of Long Win Bus Company Limited (“LWB”) to Members on 10 May 2017.

98. Mr Mark MOK of the TD said the department was exploring further improvement to Route A bus services between Tuen Mun and the airport. The department noted the TTC’s proposal for re-routing of Route A33 via Chi Lok Fa Yuen, and it would consult local communities if concrete proposals were available.

99. A proposer of the paper said Route A33 did not call at Chi Lok Fa Yuen but at housing estates in its vicinity. While hoping that the TD would pay attention to residents’ transport demand, he was glad to see the department’s positive response.

100. A Member said residents of Chi Lok Fa Yuen had expressed the view that bus services to the airport were not provided there and airport bus services were also inadequate in the Siu Tsui area. According to his observation, the patronage of Route A33 was quite low, so the bus company should consider modifying the catchment areas of Route A airport buses by, for example, setting up a stop at Chi Lok Fa Yuen and allocating some resources of Route A airport buses to Route E airport buses, so as to strengthen the overall bus services between Tuen Mun and the airport.

101. A Member said there was strong demand for bus services to the airport among residents living in Tuen Mun South East Area, especially during early morning hours. He suggested the bus company extend the catchment areas of its bus routes to other places in Tuen Mun provided that the demand of existing passengers was well addressed.

102. Mr TSZE Chi-ho of LWB said LWB paid much attention to passengers’ demand for transport to and from the airport, adding that it had strengthened the services of Routes E33 and E33P during the first hour in the morning, with the frequency of Route E33 increased from every 12 or 13 minutes to every 10 minutes. Besides, LWB operated an additional departure of Route NA33 at 4:35 a.m. from Fu Tai Estate to the airport. With its current patronage of about 70% to 80%, Route E33 was generally able to meet passenger demand during morning hours at the moment. LWB and the TD were reviewing the network of buses plying between Tuen Mun and the airport. It noted the TMDC’s views and would study their

feasibility.

103. A Member asked about the patronage of Routes A33 and A33X.

104. Mr TSZE Chi-ho of LWB said the patronage of Routes A33 and A33X was about 20% to 30% and 50% respectively at the busiest hour.

105. The Chairman concluded by inviting the TD to LWB to consider Members' views. TD and LWB

## **VI. Reporting Items**

### **(A) Reports by Working Groups - Progress Reports of Working Groups as at 30 April 2017** **(TTC Paper No. 37/2017)**

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

106. Members perused the paper.

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

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

108. Members perused the paper.

109. The Convenor of the Working Group on Traffic Problems within Tuen Mun District said the working group had been following up on the issue "Request for Reinstatement of Void of Tuen Mun Government Offices to Car Park", and members of the working group had made a site visit to the location on 8 May 2017 and come to know that the vacant site covered an area of more than 20 000 square feet. In his view, as the TD had already stated that it would not act as the leading department for this project, the TTC might write to the Government Property Agency ("GPA") in its name requesting the department to launch an open tender to invite private companies to operate a public car park in the vacant site. Secretariat

110. The Chairman agreed with the above arrangements and asked the Secretariat to issue a letter to the GPA.

111. The Chairman announced that the report of the above working group was endorsed.

[Post-meeting note: The above letter was issued on 5 June 2017.]

**(B) Report by TD**

**(TTC Paper No. 38/2017)**

112. Members perused the paper.

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

113. There being no other business, the meeting was closed at 12:37 p.m. The next meeting would be held at 9:30 a.m. on 14 July 2017 (Friday).

Tuen Mun District Council Secretariat

Date: 31 May 2017

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