

Minutes of the 3<sup>rd</sup> Meeting of  
the Traffic and Transport Committee (2020-2021) of  
the Tuen Mun District Council

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Date : 1 June 2020 (Monday)

Time : 9:34 a.m.

Venue : Tuen Mun District Council (TMDC) Conference Room

<u>Present</u>		<u>Time of Arrival</u>	<u>Time of Departure</u>
Mr POON Chi-kin (Chairman)	TMDC Member	9:34 a.m.	End of meeting
Mr WONG Tak-yuen (Vice-chairman)	TMDC Member	9:37 a.m.	15:34 p.m.
Ms CHAN Shu-ying, Josephine	TMDC Chairman	9:34 a.m.	End of meeting
Mr WONG Tan-ching	TMDC Vice-chairman	9:34 a.m.	End of meeting
Ms KONG Fung-yi	TMDC Member	9:34 a.m.	End of meeting
Mr CHAN Yau-hoi, BBS, MH, JP	TMDC Member	9:34 a.m.	11:55 a.m.
Ms WONG Lai-sheung, Catherine	TMDC Member	9:34 a.m.	End of meeting
Ms HO Hang-mui	TMDC Member	9:34 a.m.	End of meeting
Mr LAM Chung-hoi	TMDC Member	9:41 a.m.	11:28 a.m.
Ms CHU Shun-nga, Beatrice	TMDC Member	9:34 a.m.	17:01 p.m.
Mr YEUNG Chi-hang	TMDC Member	9:34 a.m.	End of meeting
Mr YAN Siu-nam	TMDC Member	9:34 a.m.	End of meeting
Mr LEE Ka-wai	TMDC Member	11:00 a.m.	End of meeting
Mr MO Kwan-tai, Michael	TMDC Member	9:43 a.m.	18:06 p.m.
Mr HO Kwok-ho	TMDC Member	9:34 a.m.	15:44 p.m.
Mr LAM Ming-yan	TMDC Member	9:34 a.m.	17:17 p.m.
Mr LAM Kin-cheung	TMDC Member	9:49 a.m.	11:58 a.m.
Mr CHOW Kai-lim	TMDC Member	9:34 a.m.	End of meeting
Mr MA Kee	TMDC Member	9:34 a.m.	End of meeting
Mr CHEUNG Ho-sum	TMDC Member	9:34 a.m.	16:08 p.m.
Mr CHEUNG Kam-hung, Kenneth	TMDC Member	9:34 a.m.	17:21 p.m.
Mr LEUNG Ho-man	TMDC Member	9:34 a.m.	12:31 p.m.
Mr WONG Hung-ming	TMDC Member	9:49 a.m.	End of meeting
Mr YAN Pui-lam	TMDC Member	9:34 a.m.	16:22 p.m.
Mr LAI Chun-wing, Alfred	TMDC Member	10:16 a.m.	15:09 p.m.
Mr LO Chun-yu	TMDC Member	9:34 a.m.	End of meeting
Ms LAI Ka-man	TMDC Member	9:34 a.m.	14:56 p.m.
Mr CHAU Man Chun, Tony (Secretary)	Executive Officer (District Council) 2, Tuen Mun District Office, Home Affairs Department		

### By Invitation

Mr. CHOCK Chi Tung	Senior Engineer/Major Works Project Management Office, Highways Department
Mr. LEUNG Lap Yin	Engineer/Major Works Project Management Office, Highways Department
Mr. WONG Tang Tat, Dennis	Marine Officer/Planning & Development (1), Marine Department
Mr. LEE Man Chow, Francis	Project Team Leader, Civil Engineering and Development Department
Mr. WU Kin Kei, Alan	Senior Engineer / Projects 1, Civil Engineering and Development Department
Mr. SO Hoi Kin, Ben	Engineer / Projects 1 B, Civil Engineering and Development Department
Ms. Betsy LEUNG	Manager, Public Affairs, Transport Planning and Public Affairs, The Kowloon Motor Bus Co. (1933) Ltd
Mr. Desmond TANG	Assistant Manager, Transport Planning, The Kowloon Motor Bus Co. (1933) Ltd
Mr. Kelvin YEUNG	Division Manager, Operations (New Territories West), The Kowloon Motor Bus Co. (1933) Ltd
Mr. WONG Kam Tim	Assistant Manager, Operations, The Kowloon Motor Bus Co. (1933) Ltd
Mr. LAW Yiu-wah, Rayson	Senior Officer, Planning and Development, Long Win Bus Company Limited
Ms Annie LAM	Assistant Public Relations Manager – External Affairs, MTR Corporation Limited
Mr. William So	Project Manager, Mannings (Asia) Consultants Limited
Mr. Cheung Kin Keung, Martin	Public Relations Manager, Mannings (Asia) Consultants Limited
Mr. Mak Ho Sau, Alvin	Project Engineer, Mannings (Asia) Consultants Limited

### In Attendance

Miss LEUNG Chue Kay, Koronis	Assistant District Officer (Tuen Mun)2, Home Affairs Department
Mr. YEUNG Lok Man, Icarus	Senior Transport Officer /Tuen Mun 1, Transport Department
Ms. TSE Sau Ching, Cammy	Senior Transport Officer/Tuen Mun 2, Transport Department
Mr. MA Yik Kau, Victor	Engineer/Tuen Mun Central, Transport Department
Ms. WAN Mei Yin	Engineer/Tuen Mun North, Transport Department
Mr. WONG Yui Wai, Rex	Engineer/Special Duties 2, Transport Department

Mr. WONG Tung-pan	District Operations Officer (Tuen Mun), Hong Kong Police Force
Mr. LAU Yuk-kwong	Station Sergeant, District Traffic Team (Tuen Mun), Hong Kong Police Force
Mr. WU Fan	District Engineer/Tuen Mun (East), Highways Department
Mr. CHAN Chi Kwong	Assistant District Engineer / Tuen Mun (West)
Mr. CHAN Yuen heng, Jason	Engineer/15 (West), Civil Engineering and Development Department
Mr. TAM Kwok Leung	Administrative Assistant/Lands (District Lands Office, Tuen Mun), Lands Department
Mr. Brian LAM	Assistant Operations Manager, Citybus
<u>Absent</u>	
Mr TSANG Kam-wing	TMDC Member

**I. Opening Remarks**

The Chairman welcomed all to the 3<sup>rd</sup> meeting of the Traffic and Transport Committee (“TTC”) (2020-2021).

2. The Chairman said that the meeting should not be too long in order to reduce the time of crowd gathering in a closed space. In this regard, he would discuss the related agenda items together while those matters that needed further discussion would be followed up by the working groups concerned. In this connection, he reminded all to speak concisely and precisely and avoid repeating the points mentioned.

3. The Chairman reminded Members that any Member who was aware of a personal interest in a discussion item should declare the interest before the discussion. He would, in accordance with Order 38 (12) of the TMDC Standing Orders (“Standing Orders”), decide whether the Member who had declared the interest might speak or vote on the matter, might remain in the meeting as an observer, or should withdraw from the meeting. All cases of declaration of interests would be recorded in the minutes of the meeting.

**II. Absence from Meeting**

4. The Secretariat had received no application from Members for leave of absence.

**III. Confirmation of Minutes of the 1st Special Meeting (2020-2021)**

5. A Member said the speeches of all Members in the minutes of the above meeting were recorded on anonymous basis but the speeches of the department representatives were recorded on a named basis. The Member asked the Secretariat to amend.

6. The Secretary said that the minutes of meeting of a committee should be recorded on anonymous basis in accordance with Order 33 (14) of the Standing Orders. If Members had comments on the above arrangement, they could propose at the committee concerned. However, the Secretariat would still need to record the minutes of the meeting in accordance with the existing provisions before the provisions of the Standing Orders were amended.

7. The Chairman said that when the Standing Orders were amended earlier, there were amendments made on how the names were recorded in the minutes of the meeting of the Tuen Mun District Council (“TMDC”) only but there was no amendment on how the names were recorded in the minutes of the meeting of a committee or a working group together. He hoped there would be amendments on how the names were

recorded in the minutes of the meeting of a committee and a working group together as soon as possible.

8. As no other members proposed any amendment, the Chairman announced that the above minutes were confirmed.

**IV. Matters Arising**

**(A) Follow Up on the Low Frequency of KMB Bus Services**

**(TTC Paper No. 17/2020)**

**(Paragraphs 135 – 138 of Minutes of the 1<sup>st</sup> meeting of the TTC (2020 - 2021))**

**(Paragraphs 7 – 22 of Minutes of the 1<sup>st</sup> special meeting of the TTC (2020 - 2021))**

**Concern over the Frequency of Franchised Buses in Tuen Mun Southeast during the Recent Epidemic**

**(TTC Paper No. 28/2020)**

**(Paragraphs 6 – 32 of Minutes of the 2<sup>nd</sup> meeting of the TTC (2020 - 2021))**

9. As the content of two agenda items above was related, TTC agreed to discuss them together.

10. The Chairman said that the TTC had discussed the above two agenda items at its second meeting on 27 April 2020 and resolved to continue to discuss this agenda item.

11. The Chairman welcomed Mr YEUNG Chun-wai, Regional Manager - Operations (New Territories West), Ms LEUNG Ka-yan, Betsy, Manager (Public Affairs), Mr TANG Ching-kit, Desmond, Assistant Manager, Planning and Development Department and Mr WONG Kam-tim, Assistant Manager (Operations), Tuen Mun Depot of the Kowloon Motor Bus Company (1933) Limited (the “KMB”) to the meeting.

12. Mr Icarus YEUNG of the TD said that the epidemic in Hong Kong had eased since June 2020 so the department requested the bus company to resume to the original service levels to cope with the passengers’ travel needs. The TD conducted a survey on the bus service in May 2020 and found that the bus services had resumed to normal generally except the frequency of the buses to and from the border control points, airport and special services. Moreover, the department had approved the bus company to adjust frequency on 19 February 2020 and the adjustment rate also met the department’s requirements. The department also found irregularities in the frequency

of individual bus routes on 18 March 2020 and urged the bus company to improve. He continued to say that the TD conducted a site inspection on 22 May 2020 and found that the services of the bus company in peak hours had resumed to normal levels.

13. Ms Betsy LEUNG of the KMB said that the KMB had resumed the bus frequency to and from the Tuen Mun District to normal levels since May 2020. The KMB would continue to monitor the change in passenger volume and maintain communication with the TD.

14. Mr Brian LAM of the Citybus Limited (“Citybus”) said that the Citybus had adjusted small part of frequency during the epidemic but it resumed to normal levels in May 2020. The company would continue to monitor the situation concerned closely.

15. A Member said that she had conducted on-site surveys on 22 and 29 May 2020 and agreed that most of the bus services had resumed to normal levels. However, she noticed that the problem of unstable frequency of Route No. 61M in morning peak hours was serious and the frequency of Routes No. 962 and 962S was lower than before. She continued to say that the frequency of Green Minibus (“GMB”) Route No. 140M was much lower than the previous year. In this regard, she requested the TD and the bus companies to provide responses.

16. Mr Brian LAM said that the passenger volume during the epidemic had dropped so the company reduced the frequency between 6:30 a.m. and 8:30 a.m. and the passenger volume had resumed as expected. Besides, he said that the Citybus did not adjust the frequency of Route No. 962S. On the day of the Member’s site inspection, the frequency of the route might be affected by the road conditions thus causing delays.

17. Mr YEUNG Chun-wai of the KMB said that the service of Route No. 61M on 22 May was normal generally. Somehow, there was a bus which broke down on 29 May so the frequency was affected and there was a chance that the discrepancy in the frequency was caused by traffic congestion.

18. Mr Icarus YEUNG of the TD said that according to the department’s recent on-site surveys, the bus frequency on 22 May 2020 was similar with what the bus company described but the department would have an in-depth understanding of the departure time of the buses from the terminus. Moreover, the TD conducted an on-site survey for two hours on 27 March 2020 during which there were 13 departures of GMB Route No. 140M with an average of a departure every 8 to 10 minutes. On the

problem of the frequency of Route No. 140M that the Member had raised, the department would understand more from the operator again.

19. A Member said that the lost trips of Routes No. 962 and 962S had happened many times but there had still been no improvement since the epidemic was eased. Besides, she was dissatisfied with the KMB of which buses often broke down and she requested the TD to strengthen supervision.

20. A Member enquired whether the bus company had obtained approval from the TD before reducing the frequency and whether passengers were informed through notices and mobile app.

21. Mr Icarus YEUNG of the TD said that the department received applications from bus companies continuously for frequency reduction of different routes and each approval period would not be more than seven days. The TD approved the frequency adjustment of some routes in February and March 2020 (including Routes No. 52X and No. 61M and Route No. 962 series) but there was no more approval on the application for adjustment of these routes currently.

22. A Member said that he had conducted on-site surveys on 18 and 20 May 2020 and took buses to the rural areas of Tuen Mun from Jordan and Tsing Yi respectively. He found that there were waiting passengers who could not board the bus when the bus of Route No. 68A which departed at 7 p.m. passed through the Tuen Mun Road Bus-bus Interchange (“the Interchange”), Tuen Mun Town Hall and the San Hui Market. In this connection, he suggested that the bus company should send some staff to assist the passengers in boarding the bus at the above bus stops.

23. Mr Betsy LEUNG of the KMB said that the company had maintained communication with the TD and would adjust frequency according to the schedules that the TD approved. She continued to say that the adjusted schedules had been uploaded on the KMB official web site and mobile app. Passengers could also check the latest estimated time of arrival through the mobile app.

24. Mr Icarus YEUNG of the TD said that the department would check the time of frequency shown on the bus company’s mobile app and reminded the bus company to correct the mistakes. Then the department would conduct a review to ensure that the bus companies would provide correct information to the bus company.

25. Mr Brian LAM of the Citybus said the company had applied to the TD for frequency adjustment and would adjust according to the schedule that the TD approved. The Citybus would inform the passengers of the frequency change through the official web site and the mobile app. Passengers could know the arrival time of buses through the estimated time of arrival function in the mobile app.

26. The Chairman said that the Citybus' mobile app still had room for improvement in the interface design and he hoped that the Citybus would continue to improve. He continued to say that discussion about the agenda item could end for the time being with the epidemic being eased. He requested the TD to continue to monitor the bus service and requested the bus company to maintain the service levels.

**(B) Request for Expedient Repairs to Light Rail Platform Facilities**

**(TTC Paper No. 22/2020)**

**Request the MTR to Repair Entry/Exit Gates on West Rail Line and Put All MTR Bus Stands Back Expediently**

**(TTC Paper No. 23/2020)**

**(Paragraphs 69 – 79 of Minutes of the 2<sup>nd</sup> meeting of the TTC (2020 - 2021))**

27. As the content of the two agenda items above was related, TTC agreed to discuss them together.

28. The Chairman said that the TTC had discussed the above two agenda items at its second meeting on 27 April 2020 and resolved to continue to discuss this agenda item.

29. The Chairman welcomed Ms Annie LAM, Public Affairs Manager – External Affairs of the MTR Corporation Limited (“MTR”) to the meeting.

30. Ms Annie LAM of the MTR said that there were currently over 900 exit and entry processors which had been repaired. Currently, the ticket issuing machines at the ten Light Rail stops which had higher usage (including the Tuen Mun Pier, Siu Hong, Leung King, Ming Kum, Hung Shui Kiu, Hang Mei Tsuen, Fung Nin Road, Tai Tong Road, Tin Hang and Chung Fu) had been put back again. Moreover, the MTR Mobile App would provide the real-time Light Rail arrival information from July 2020. Earlier, she had distributed the press release concerned to Members and Members would be reminded again how to use the above function at that time.

31. Members raised comments and enquiries on this agenda item as follows:

(i) A Member said that there had been no progress on the repair of the estimated

time of arrival display panels. She opined that even if the MTR provided real-time Light Rail arrival information through the mobile app, there would still be inconvenience caused to members of the public (especially the elderly) who were not familiar with mobile app so she requested the MTR to repair the estimated time of arrival display panels at the Light Rail stops expeditiously. She continued to say that there were public announcement systems on the Light Rail platforms but passengers might not receive correct information as the sound volume of the public announcement was too low;

- (ii) A Member requested the MTR to repair the estimated time of arrival display panels expeditiously so that members of the public could choose to take a bus or walk in light of the Light Rail arrival time for short travels. She said that some members of the public did not like downloading mobile app so she enquired the MTR when the repair of the estimated time of arrival display panels would be completed;
- (iii) A Member queried the MTR for having no intention of repairing the estimated time of arrival display panels and he requested the MTR representative to explain whether it was true. He continued to say that some members of the public did not like to use the MTR Mobile App indeed. Citing tram passengers who could receive the real-time tram arrival information by scanning the QR code, he enquired the MTR whether it would refer to the above practice. Besides, he requested the MTR to provide explanations on the exact date of the provision of real-time Light Rail arrival information on mobile app;
- (iv) A Member said that there were only two platforms operating at the Light Rail Town Centre Stop currently and he opined that there was severe chaos for many routes to share one platform. Moreover, he said that the elderly did not know how to use the mobile app. He opined that the MTR did not take into consideration the needs of the elderly when planning to replace the estimated time of arrival display panels by mobile app.

32. Ms Annie LAM of the MTR said that the company needed to make long-term consideration for the maintenance of facilities. As the Light Rail adopted an open system and its facilities would be damaged easily, there would be inconvenience caused to the passengers if there was a shortage of component parts of the facilities concerned and they needed a longer time for maintenance. Therefore, the MTR needed to balance the above situations. She continued to say that the MTR was still considering

the arrangements on the passenger information display panels and would inform the general public, district councillors and passengers through clear channels. The MTR had noted the suggestion for the receipt of real-time arrival information by scanning the QR codes and would pass the suggestion concerned to the department concerned. On the real-time Light Rail arrival information display function on the MTR Mobile App, there was no exact date of activation for the time being. If there was any latest information, the MTR would inform Members in advance. The MTR also understood that some passengers might not check the real-time Light Rail arrival information through the mobile app and it would review the situation concerned again. She further pointed out that the two remaining Light Rail Town Centre Stops were still under repair and she apologised for that.

(Post-meeting note by the MTR: the real-time Light Rail arrival information mobile app was launched on 13 August and the MTR representative had briefed Members on the function concerned.)

33. Members raised the second round of comments and enquiries on this agenda item as follows:

- (i) A Member said that the MTR was a multi-national corporation and he queried about the company's remarks that it could not find the component parts of the estimated time of arrival display panels. He enquired about the MTR's procurement of component parts and its specific plan. On the problem of the elderly not knowing how to use smart phones, he suggested the provision of computer facilities on the Light Rail platforms by the MTR for the passengers to check the real-time arrival information;
- (ii) A Member said that passengers had actual needs for the real-time arrival information so the MTR should not use the open system of the Light Rail as an excuse for not carrying out maintenance works. She requested the MTR to provide explanations on the schedule of the repair or replacement of the estimated time of arrival display panels, and explain why there had been no maintenance of the facilities for the past year; and
- (iii) A Member enquired when the maintenance works of the Light Rail Town Centre Stop would be completed and about the progress on the maintenance of the West Rail Line and the MTR bus stops.

34. The Chairman said he had noticed that over ten members of public queuing for

tapping the exit processors at the Light Rail Town Centre Stop this morning and he opined that this was not satisfactory. The MTR had said that it would decide on the repair sequence of the facilities according to the pedestrian flow at the Light Rail stops. Somehow, the people flow at the Town Centre Stop was high but it was provided with the lowest standard of facilities only so the MTR needed to provide explanations on this. Besides, on the provision of real-time Light Rail arrival information on the mobile app, he enquired whether there would be other publicity and promotion measures other than issuing press release and informing district councillors.

35. Ms Annie LAM of the MTR said that the MTR had not purchased the component parts required for a long period of time indeed since the end of last year. However, the MTR had gradually succeeded in the purchase of the component parts concerned since the epidemic was eased. She continued to say that the MTR needed to consider whether the railway facilities could be used for a long time and she cited that facilities of the heavy railway system had been provided with protection devices to prevent them from being damaged again. On the exit and entry processors at the Light Rail Town Centre Stop, the MTR would review again. On the new function of the MTR Mobile App, the MTR would conduct promotion through different channels apart from publicity on the official web site. Moreover, the repair works of the exit and entry processors at the West Rail Stations had been completed. On the arrangement of the MTR bus stop stands, there were still two bus stop stands and one bus damaged in May 2020 so the MTR would not put back the bus stop stands for the time being in view of the risk concerned.

36. The Chairman said that bus stop stands having a chance of being damaged was not an excuse for the MTR to refuse to put back the bus stop stands. According to this logic, it could be inferred that all the bus stops throughout Hong Kong should not be provided with bus stop stands.

37. Members raised the third round of comments and enquiries on this agenda item as follows:

- (i) A Member said that the MTR's response on the bus stop stands was not acceptable. If the MTR insisted on refusing to put back the bus stop stands for the above reasons, it should provide a response in writing to provide explanations to the residents;
- (ii) A Member said that the MTR's response was unreasonable and suggested that the MTR should fix the bus stop stand on the ground;

- (iii) A Member suggested that the MTR should assign staff to teach passengers how to use the mobile app and he said that the company to take into consideration the needs of the passengers who did not have mobile phones. Besides, he said that other bus companies did not refuse to put back the facilities concerned by saying that there was a chance for the bus stop stands to be damaged. In the past, members of the public showed great support on the MTR but members of the public lost faith in the MTR owing to the controversy caused in the social movement afterwards. In this regard, he suggested that the MTR should repair all the facilities expeditiously to save the faith of members of the public; and
- (iv) A Member quoted the MTR that it was not enough for the provision of the estimated time of arrival display panels at the platforms only. There should be mobile app provided to enhance the real-time arrival information service so the MTR's response today was contrary to its position in the past.

38. Ms Annie LAM of the MTR said that the company would further study Members' views on putting back the bus stop stands and would consider how to allow the passengers to use the MTR Mobile App more easily.

39. The Chairman concluded that the TTC would continue to discuss the two captioned agenda items at its fourth meeting.

(C) **Request the Transport Department to Improve the Service of Minibus Route 46 Series**

**(TTC Paper No. 25/2020)**

**Request to Increase the Frequency of Minibus Route 43 Series**

**(TTC Paper No. 27/2020)**

**(Paragraphs 91 – 101 of Minutes of the 2<sup>nd</sup> meeting of the TTC (2020 - 2021))**

40. As the content of the two agenda items above were related, TTC agreed to discuss them together.

41. The Chairman said that the TTC had discussed the above two agenda items at its second meeting on 27 April 2020 and resolved to continue to discuss this agenda item.

42. Mr Icarus YEUNG of the TD said that the department had three meetings with the service operator of the Green Minibus ("GMB") Route No. 43 series during the period between March and April 2020 and seriously urged the operator to provide

sufficient fleet and frequency with a warning letter issued. Subsequently, the department conducted three spot surveys at different times and locations in May 2020 and found that there was a discrepancy of one minute in the average frequency during some time slots and followed up with the operator on the performance of the frequency of the routes concerned on individual days. He continued to say that the situation of unstable frequency of the routes concerned on individual days was very serious according to the data provided by the Member. The department had requested the operator to submit a written response and would conduct a survey at the same locations again later. Besides, the department rarely found that passengers could not board the minibuses at en route stops in the three surveys above. The TD hoped that the operator would increase the frequency to take care of the feeling of the waiting passengers at the same time. He quoted the operator's response that there was often traffic congestion in the vicinity of San Hui and Tuen Mun Heung Sze Wui Road thus affecting the frequency. In this connection, the department had written a letter to the Hong Kong Police Force ("HKPF") and requested to strengthen monitoring of the traffic congestion at the above locations.

43. Members raised comments and enquires on this agenda item as follows:

- (i) A Member said that residents had complained that the drivers of GMB Route No. 46 series had poor attitude, "skipped the stops" and did not display public light bus driver identity plates in the minibus compartment. Although the TD had said repeatedly that they would urge the operator to improve but the situation had not bettered so the Member enquired the department whether there was any punishment mechanism;
- (ii) A Member said that she had requested the TD to improve the services of Route No. 43 series within seven days at the previous meeting of the TTC. Subsequently, she conducted a site inspection on 4 May 2020 for the whole day and found that the service of the route concerned had been improved indeed. However, the same old situation resumed after a few days. She conducted several on-site surveys at different time slots in May 2020 and found that the situation of unstable frequency of the route concerned was still very serious. In this regard, she passed the matter concerned to the authorities concerned for investigations on 18 May 2020. Besides, she had recently received complaints from residents that the driver of Route No. 43 asked all the passengers to alight at the Tuen Mun Public Transport Interchange and refused to go to the terminus. She requested the TD to follow up.

- (iii) A Member said that although the service operator of Route No. 43 series provided explanations on its service level, it was more important whether TD could monitor effectively. He continued to say that he would continue to follow up on the problems of lost trips and drivers' behaviour of the route concerned but he also understood that the traffic congestion in Ho Pong Street was very serious indeed this affecting the frequency of the minibuses. He requested the HKPF to strengthen tackling the problem of traffic congestion and also requested the TD to urge the operator to maintain normal services during the duty shift. Moreover, there were many passengers boarding and alighting at the en route stops of Route No. 43 series so the passenger demand for the route concerned would not be reflected by conducting on-site surveys at the San Hui minibus terminus only; and
- (iv) A Member said that there were insufficient minibuses in Route No. 43. She opined that the TD had provided inadequate monitoring so the passengers who needed to wait for a long time were suffering a lot. She opined that although there was traffic congestion in the vicinity of San Hui, it would not cause seriously unstable frequency. Therefore, she did not accept the operator's explanations. She said that if the situation continued, the TD to consider replacing the operator.

44. Mr Icarus YEUNG said that on the Member's remarks about the problem of behaviour and attitude of the drivers of Route No. 43 series, the department would understand more from the operator and urge them to advise the drivers involved if it received the complaint concerned. On the Member's report that the driver of Route No. 43 had asked all the passengers to alight at the Tuen Mun Public Transport Interchange, the department also requested the operator to explain the driver's malpractice in writing. He continued to say that even if the operator explained that the cause of unstable frequency was traffic congestion, the department would not accept so readily. However, as the problem of traffic congestion in the vicinity of San Hui did affect the traffic and circulation of minibuses in the area, the department had requested the HKPF to step up tackling it. Besides, the department had monitored its operation at the en route stops of Route No. 43 series apart from the San Hui Minibus Terminus in order to have an overall evaluation of the service level of the operator concerned.

45. Members raised the second round of comments and enquiries on this agenda item as follows:

- (i) A Member said that she requested the launch of Route No. 46A at the time

because Route No. 46 often had refused to enter King Fung Path in the past. Somehow, the service of Route No. 46A had also been poor all along. As there would be intake of a new housing estate in the area, the passenger volume of Route No. 46A would increase, it was expected that complaints would go up too. In this regard, she suggested that the two captioned agenda items should be passed to the Working Group on Traffic Problems within Tuen Mun District for long-term follow-up action. Moreover, she opined that there was little use for the TD to issue warning letters to the operator. She suggested that the department should work out penalty to increase deterrent effect.

- (ii) A Member said that the captioned agenda item had been discussed at the TTC and its working group for a long time and she requested the TD to take the problem seriously. She enquired the TD whether it allowed many minibus routes to share the same minibus. She said that the frequency of Route No. 44A was high and suspected that Route No. 43 would continue to operate as Route 44A after the driver of Route No. 43 had asked all the passengers to alight at the Tuen Mun Public Transport Interchange. Therefore, she requested the department to conduct an overall review of the service levels of the GMBs in the Tuen Mun District. Besides, she said that it was not enough to request the TD to provide explanations on the number of minibuses of each route. Instead, all the registration numbers of the minibuses should be provided together to avoid the operator deploying the minibuses indiscriminately;
- (iii) A Member said that the TD treated the operator of the GMB routes travelling the Whampoa Gardens harshly but it had been lenient in treating the operator in the Tuen Mun District. The Members criticised the department for showing preference; and
- (iv) A Member said that she had given good advice to the operator concerned for many times in the past six months but of little use. She did not want to pinpoint any individual operator but could not turn a blind eye on the passengers having to continue to endure the poor minibus services. She requested the TD to take the problem seriously.

46. Mr Icarus YEUNG of the TD said that the department had requested the operator to improve the situation of unstable frequency of Route No. 43 series and it did not intend to harbour the operator concerned. The department would conduct on-site surveys from the passengers' perspective and had considered the feeling of the waiting

passengers. On the Member's query that Route No. 43 series and Route No. 44A shared the same fleet, the department did not find the above situation for the time being at the current stage. He emphasised it was against the rules for the two routes to share a fleet. In light of the Member's concern, the department would also make another investigation to see if Route No. 44A shared the fleet of other routes. As far as the TD's policy on the monitoring of the GMBs was concerned, the department had urged the operator to maintain appropriate service levels and would follow up on the operator's non-compliance seriously.

47. Members raised the third round of comments and enquiries on this agenda item as follows:

- (i) A Member requested the TD to provide explanations whether there would be any punishment mechanism other than issuing warning letters if the performance of the operator was poor continuously. The Member said that there were provisions concerned included when private housing estates invited tenders for residential coach service;
- (ii) A Member said that the operator of Route No. 43A had sound financial standing. He suggested that the TD should request that the operator to install Global Positioning System ("GPS") on all the minibuses for real-time monitoring of the operation of the minibuses. Besides, he requested the TD to provide explanations whether there would be competitions introduced into the GMB market, whether there would be punishment mechanism against the operator, and about the department's staffing responsible for conducting on-site surveys on the minibus services;
- (iii) A Member said that the service of GMB Route No. 44 used to have undersupplied demand. After the KMB Route No. 261S was launched, the frequency became very high so it reflected the importance of introducing competitions. Moreover, she said that the TD had grasped the registration numbers of the fleet of each minibus route so it could monitor whether all the minibuses were operating in the event of lost trips; and
- (iv) A Member said that there would not be enough deterrent effect just by issuing warning letters to the operator who was against the rules. The Member enquired whether there would be other punishment mechanisms other than issuing warning letters.

48. Mr Icarus YEUNG of the TD said that the department would place on record all the warning letters issued to the operator which would be used as a reference when the department conducted an interim review and service assessments for extending the passenger service licence of the operator. If the operator seriously or repeatedly failed to comply with the provisions of the passenger service licence and there had been no significant improvement continuously, the department might conduct an enquiry against the operator in accordance with the regulations concerned. Under the most serious circumstances, their passenger service licence could be disqualified or revoked. He reiterated that the department's follow-up work aimed to urge the operator to provide the service level that they should have but not disqualifying the licences of individual operator. He continued to say that the department had recently issued a warning letter to the operator of Route No. 43 series in which the company was requested to attach importance to the problem of uneven services of the route concerned. It had also recommended to change the arrangements of temporary regulators to long-term measures.

49. Members raised the fourth round of comments and enquiries on this agenda item as follows:

- (i) A Member said that he would conduct an on-site survey at the San Hui Minibus Terminus every month and found that there was uneven frequency in some time slots indeed. However, he also understood that the frequency would be affected by the traffic conditions so he hoped that the operator concerned would continue to improve services;
- (ii) A Member said that the TD should strengthen monitoring of the GMB operator to protect public interests. He suggested that the TD should impose fines or prohibit the operator from running individual rules to increase deterrent effect;
- (iii) On the response from the TD representative, a Member enquired when there would be an interim review on the GMB routes in the Tuen Mun District, whether the report would be released and whether it would cover the data from the on-site surveys that Members provided; and
- (iv) A Member requested the TD to improve the service of Route No. 43C and suggested that discussion about this agenda item should continue.

50. Mr Icarus YEUNG of the TD said that the department had noted Members' view on the rising demands for Route No. 43C since the previous meeting of the TTC

and had particularly followed up on the situation concerned. The department conducted three on-site surveys in May 2020 and noticed that the service of Route No. 43C had improved and reflected the passengers' rising demands. He continued to say that conducting an interim review for the operator was an established mechanism. There would be several indicators to be considered apart from the accuracy of frequency for the overall evaluations of the service level of the operator. Besides, the department opined that it was more important to monitor the operator regularly so that the acts of incompliance could be rectified in time. Therefore, the department had held meetings with the operator concerned frequently earlier.

51. The Chairman enquired whether the interim review report of the operator was available for public inspection.

52. Mr Icarus YEUNG of the TD said that he would provide response after having a better understanding of the arrangements.

53. Members raised the final round of comments and enquiries on this agenda item as follows:

(i) A Member said that the GMB market in Hong Kong was monopolised by several operators. She opined that even if there was an invitation to tender again, there were high chances that the same operator would be awarded the tender again. She suggested that the TD should impose fines on the operator for not complying with the provisions to increase deterrent effect;

(ii) A Member requested the TD to provide response whether it would ask the operator to install GPS on the minibus; and

(iii) A Member pointed out that the TD launched Route No. 46X without authorisation during the recess of the TMDC. He said he noticed that Route No. 46X terminated operation in the recent month and requested the TD to provide explanations whether the above route was in operation. If its operation was terminated, whether the operator concerned would be subject to any punishment.

54. Mr Icarus YEUNG of the TD said that the department knew that the number of GMB operators was limited in Hong Kong and would consider the view on the imposition of fines. Besides, the department was planning to set up a minibus estimated time of arrival system and was carrying out system design to be used on all

the GMBs. However, the department still wanted to conduct site inspections of the waiting environment, waiting time of the minibus passengers and the patronage of the minibuses. Therefore, the launch of the minibus estimated time of arrival system would not replace the department's on-site surveys.

55. Ms Cammy TSE of the TD said that the department conducted district consultation through the TMDC before the launch of Route No. 46X and the plan concerned was implemented when no objection was received. She continued to say that the department conducted on-site surveys in the morning peak hours on 25 May 2020 and found that both Routes No. 46 and No. 46X were providing services but some of the drivers did not display the correct route number. The department would request that the operator to provide correction. On the rising demands for Route No. 46A, the department would remind the operator to strengthen services if it knew that there was increase of population in the area.

56. The Chairman said that on the TD's monitoring of the GMB operator especially the matter concerned on Route No. 43 series, Members still had many doubts. In this connection, he enquired the proposers of the two papers whether there were any suggestions how to deal with the captioned agenda items.

57. Both proposers of the two papers suggested that discussion of the agenda items should continue.

58. The Chairman concluded that the TTC would continue the discussion of the two captioned agenda items at its fourth meeting.

**V. Discussion Items**

**(A) Request for Better Waiting Conditions at Prime View Garden Bus Stop (Kowloon Bound)**

**(TTC Paper No. 26/2020)**

**(Written Response from the KMB)**

59. The Chairman said that the KMB had submitted written response before the meeting and the Secretariat distributed the written response concerned to Members on 24 April.

60. The first proposer of the paper said that she and the KMB representative conducted a site inspection at the captioned bus stop earlier. Currently, the queuing area of the bus stop had been changed and she was pleased to see the improvement.

However, she pointed out that some passengers still needed to queue for buses at the area without shelter so she hoped that the KMB would implement the extension works of the shelter expeditiously.

61. Ms Betsy LEUNG of the KMB said that the KMB and the district councillor of the constituency concerned conducted a site inspection at the captioned bus stop and had arranged the marking of the lines again and extended the queuing lines of some routes to the convenience of the passengers. The KMB would continue to listen to the views of district people and follow up as appropriate. Besides, the extension works of the shelter at the captioned bus stop was carried out in 2015. The KMB would further implement the proposal for the extension of the shelter having regard to the allocation of resources.

62. The Chairman requested the KMB to consider the Member's suggestion.

**(B) Urge the Transport Department to Increase and Improve Public Transport Services in Tuen Mun in View of Gradual Resident Intake of New Residential Projects at So Kwun Wat**

**(TTC Paper No. 29/2020)**

**(Written Response from the KMB)**

**(Written Response from the Citybus)**

**(Written Response from the TD)**

63. The Chairman said that the KMB, the Citybus and the TD had submitted written responses before the meeting and the Secretariat distributed the written responses concerned to Members on 22 and 24 April respectively.

64. The first proposer of the paper said that the housing estates along the Castle Peak Road relied on the Castle Peak Road as a trunk road and there was no Light Rail or other means of transport. Therefore, the bad transport was the problem that needed to be solved first. He continued to say that there would be gradual intake of 4,000 to 5,000 new flats in the So Kwun Wat area so he requested the TD and the bus companies to provide explanations on the future traffic planning in the area to cope with the population growth and service demands in the future. Moreover, he felt sorry for the MTR representative who left the meeting early and could not participate in the discussion.

65. Mr Icarus YEUNG of the TD said that the department was discussing with the MTR, franchised bus companies and GMB operators for the service improvement plan

(including provision of new routes, arrangement of more routes passing through So Kwun Wat and increase the frequency in peak hours). The department had noted the proposals raised in the captioned paper and would follow up with the service operators. Besides, on the time of the special departure of Route No. 252X, the route could arrive at the vicinity of the east Kowloon at 8:20 a.m. to 8:30 a.m. if the traffic conditions were smooth so it could meet the needs of members of the public who went to work.

66. Members raised comments and enquiries on this agenda item as follows:
- (i) A member said that the traffic demand caused by the population increase in the So Kwun Wat area was imminent. The TMDC had repeatedly requested the TD to conduct a macroscopic traffic planning for the So Kwun Wat area. She heard that the TD was planning to extend the route of GMB Route No. 43 but she said that this proposal could not solve the problem effectively. She pointed out that many residents said that the transport in So Kwun Wat was bad like a barren island. She was dissatisfied with the government for not taking care of the residents' traffic need practically. In this regard, she hopes that the TD would take the residents' requests seriously and raised practicable recommendations expeditiously to improve the traffic in the So Kwun Wat area. She added that the frequency of Route No. 252 was low so the TD should not rely on the route to improve the traffic problem in the area.
  - (ii) A Member said that there would be complementary measures planned before the residents moved in when new residential areas were being developed in foreign countries. However, the situation in So Kwun Wat was just the opposite. Members had suggested that Routes No. K53 and K58 should be combined with the provision of whole day service. Although the MTR agreed to the route combination, the new route still provided limited services and the traffic problem in the area had not been solved. She said that the So Kwun Wat looked like luxury residential area but there were a lot of grassroots who needed public transport services in the area. In this connection, she urged the TD to conduct an overall and macroscopic planning on the complementary transport measures in the So Kwun Wat area. She also opined that just the provision of special departures in peak hours could not solve the problem. She further suggested the introduction of railway service in the area.
  - (iii) A Member said that the MTR had not proactively followed up on the proposal for the combination of Routes No. K51, K53 and K58. Route No. 51 had provided services from Monday to Saturday only and could not take care of the

residents' traffic demand on Sunday and public holidays. Therefore, he said that the TD to arrange for other operators to run the route. He further suggested that GMB Route No. 43 should enter the vicinity of So Kwun Wat Road further to make up for the deficiency of Route No. K53. Besides, he said that the current frequency of Route No. 252 in non-peak hours was too low and he requested the arrangement of overnight bus routes to pass through So Kwun Wat. He further requested the TD to consult the TMDC on the planning of new routes early; and

- (iv) A Member said that Route No. K53 did not provide service on Sundays. Therefore, it was unreasonable for the hikers to walk for 1.5 km to get to the nearest bus stop when leaving So Kwun Wat. He requested the TD to work out more practicable solutions for the transport services in So Kwun Wat. He believed that the franchised bus operators would be pleased to boost services having regard to the increase of passenger demand. He continued to say that the current public transport services in So Kwun Wat could not satisfy the demands of the construction site workers in the area. Therefore, the situation would be more serious after the intake of the new residential projects in the area. He further said that the Tuen Mun – Chek Lap Kok Link (Northern Connection) (“LINK”) would be commissioned soon, which would ease the traffic flow on the Tuen Mun Road. In this regard, he enquired the TD whether it would provide explanations on the complementary transport measures in So Kwun Wat and the transport planning of the Tuen Mun Road after the commissioning of the LINK together. Besides, he enquired the Highway Department (“HyD”) whether it would conduct a study on the “Exit and Entry Point at So Kwun Wat”.

67. Mr Icarus YEUNG of the TD said that the TD had discussed the complementary transport measures in So Kwun Wat with different transport service operators. It had also held discussion with the MTR about the service of Route K53 and it was still being discussed at this stage. On the traffic demands of the hikers and the local residents on Sundays, the department had recommended that the minibus service operator concerned should increase the frequency when practicable. On the service of Route No. 252, the department knew that the KMB would increase additional frequency in peak hours. It had also recommended that the KMB should consider increasing the frequency having regard to the progress on the intake of the housing estates in the So Kwun Wat area. Moreover, the TD would monitor the progress on the construction and intake of the housing estates in the vicinity of So Kwun Wat regularly so that the complementary transport measures in the area could cope with the intake time of the new housing

estates as much as possible.

68. Mr Icarus TANG of the KMB said that the KMB provided special bus departure from So Kwun Wat to the urban area apart from Route No. 252. He continued to say the KMB knew that there would be large number of populations moving into the So Kwun Wat area. It would work with the TD to further enhance the transport service in that area. On Members' concern about the problem of construction workers taking buses, the KMB had provided additional frequency to ease the passenger flow and would continue to monitor the service of Route No. 252.

69. Mr Brian LAM of the Citybus said that the company was studying the provision of overnight service for the So Kwun Wat area and would inform Members if there was any latest progress.

70. Mr WU Fan of the HyD said that the Major Works Project Management Office of the department would study the feasibility of the So Kwun Wat slip road together in the project of Route 11. As the study concerned was being conducted, the department did not have anything to add. Regarding the road planning in other So Kwun Wat area, the TD would provide response.

71. The Chairman said he believed that Members still had many doubts on the agenda item. He asked Members whether there were any suggestions for dealing with the captioned agenda item.

72. A Member suggested that discussion of the captioned agenda item should continue.

73. The Chairman concluded that the TTC would continue to discuss the captioned agenda item at its fourth meeting and he hoped that the TD and the public transport service operators would provide more information at the next meeting.

**(C) Request for Installation of Octopus Processors at All Bus Stops in Tuen Mun**

**(TTC Paper No. 42/2020)**

**(Written Response from the KMB)**

**(Written Response from the TD)**

74. The Chairman said that this agenda item was also related to the KMB as well so he suggested that it should be discussed first.

75. The Chairman continued to say that the KMB and the TD had submitted written responses before the meeting and the Secretariat distributed the written responses concerned to Members on 28 and 29 May respectively.

76. The first proposer of the paper said that she was pleased to see that the KMB had been proactive on the captioned matter but the TD did not try to follow up on the matter. She said that the KMB's launch of the two-way sectional fare could benefit a large number of members of the public and set an example to other bus companies. She continued to say that it was far too reasonable for bus passengers to pay according to the distance of travel. Therefore, she did not understand why the TD said in its written response that the department needed to consider 'whether there were sufficient alternative services' when approving the two-way sectional fare so she requested the department to explain.

77. The Chairman said that the TTC passed an impromptu motion related to the KMB's two-way sectional fare at the previous meeting. However, he said that the captioned paper mainly raised proposal for the implementation details of the two-way section fare so he approved the discussion of the captioned paper at this meeting in accordance with Order 33 (13c) of the Standing Orders. In this regard, he said that the TTC had a clear position on the two-way sectional fare so he reminded Members to focus on the discussion about the implementation details.

78. Ms Cammy TSE of the TD said that the department had received a proposal for the provision of fare concession for individual bus routes earlier and it was examining the details of the proposal concerned. The department needed to consider the current patronage of the long-haul routes proposed for the provision of sectional fare, whether the routes could satisfy the demands of the increased passengers, the impact of the proposal concerned on the public transport services in the same areas, and the impact of the increased short-haul passengers on the current passengers. As the routes for which the KMB applied on the provision of two-way sectional fare mainly served inter-district commuting purposes, the department needed to carefully examine the concession concerned to see whether it would affect the current passengers who needed inter-district commuting. Besides, the department also needed to consider whether the resources would be used effectively, and whether there were alternative services currently at the road sections for which two-way sectional fare would be provided. The TD would approve the application concerned as soon as possible and report to Members in due course.

79. Ms Betsy LEUNG of the KMB said that the company planned to install Octopus processors at about 20 bus stops in Yuen Long, Tuen Mun and Tin Shui Wai, etc. When members of the public tapped the processors after alighting at the stops, they would be refunded some of the fare. The KMB had applied to the TD for the provision of concession in 18 routes and specific implementation arrangements and the implementation schedule would commence as soon as possible upon approval by the TD.

80. A Member said that the TTC of the Yuen Long District Council had discussed the captioned agenda item earlier too. At the time, the TD and KMB representatives had provided responses on the provision of two-way sectional fare and the implementation schedule at the meeting but the representatives concerned did not provide specific replies at today's meeting. She continued to say she noticed that the KMB had installed Octopus processors at the Tuen Mun town centre and the Waldorf Garden. Therefore, she believed that the bus routes passing through those locations would provide two-way sectional fare. She suggested that the concession concerned should be extended to the bus routes passing through the Tuen Mun Pier area.

81. A Member said it was learned that Routes No. 67M and No. 67X would not provide two-way sectional fare. The TD said that it needed to consider the impact on the current passengers when approving the two-way sectional fare. Therefore, if the two routes above did not provide concession, it would mean their patronage was saturated. Therefore, she requested the TD to increase frequency. She further requested to extend the two-way sectional fare to the areas outside the Tuen Mun Town Centre. Besides, he enquired when the two-way sectional fare pilot scheme would end, and whether the concession would be extended to other bus routes in Tuen Mun. She also enquired how many bus routes in the Tuen Mun District would be included into the pilot scheme.

82. Ms Cammy TSE of the TD said that an application was received from the KMB earlier for the provision of two-way sectional fare. Of it, there were five routes which involved the Tuen Mun district (including Routes No. 58M, No. 58X, No. 260X, No. 960 and No. 961). Moreover, she reiterated that the department needed to examine the impact of the increased short-haul passengers on the current inter-district commuters, and would complete the approval as soon as possible. The TD would decide whether to extend the two-way sectional fare to other routes in light of the effectiveness of the pilot scheme.

83. The Chairman enquired the TD about the method and progress on the study which the department conducted on the two-way sectional fare. He said that the two-way sectional fare was concession provided to passengers so he did not understand why the department had delayed the approval.

84. Members raised the second round of comments and enquiries on this agenda item as follows:

- (i) A Member said that two-way sectional fare was of paramount importance to the areas which had limited service from the Light Rail so it should be implemented on a full scale. She continued to say that if a certain stop was installed with an Octopus processor, the two-way sectional fare should be applicable to all the routes passing through the bus stop to avoid confusing passengers. On the inter-district long-haul routes, of some short-haul passengers alighted at the en route stops, there would be more space to pick up passengers instead when the buses got to the Interchange so the crowdedness of the routes concerned could be improved. Moreover, many oversea regions (e.g., Singapore) had implemented two-way sectional fare. As the Octopus system in Hong Kong could support it technically, it to have been implemented as soon as possible.
- (ii) A Member said he had worked at the Octopus company and opined that two-way sectional fare was feasible technically. He continued to say that members of the public would lose faith in the department if the TD had delayed the approval of the implementation of the two-way sectional fare. He requested the department to provide positive response to the request of members of the public;
- (iii) A Member said the TD representative had told the previous meeting of TTC that it needed to conduct a feasibility study on the two-way sectional fare (including whether the concession would be provided in peak hours and about the applicable routes). He had enquired the department whether there would be on-site surveys and it to provide explanations on the details but there was no response. Besides, the TD representative still said at today's meeting that there was a need to conduct a feasibility study but he opined that the greatest difficulty of the implementation of the two-way sectional fare was the installation of Octopus processors but it had been solved by the KMB properly. Therefore, he queried that the department had delayed the approval of the two-way sectional fare because it wanted to take care of the interests of other public transport service operators. He said that the TMDC was an organisation that could represent public opinions. He urged the TD to respect the views of the TMDC

and approve the scheme concerned expeditiously; and

- (iv) A Member said that the government should be people-oriented and should not take care of the interests of the businessmen. She continued to say that she agreed with the full implementation of the two-way sectional fare to take care of the interests of all the residents in the district.

85. The Chairman added that the content of the impromptu motion passed by the TTC at its second meeting was as follows

Requesting the TD:

1. To include the KMB's two-way sectional fare in the Tuen Mun District in the Annual Traffic and Transport Work Plan 2020-2021;
2. To approve the use of KMB sectional fare processors expeditiously to ensure the provision of diversified transport options for the Tuen Mun residents.

86. A Member requested full implementation of the two-way sectional fare to take care of the interests of all the residents in the district. It could reduce the government's expenditure on the Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities dubbed "the \$2 Transport Fare Concession Scheme" for proper use of public money.

87. The Chairman said the TD representative had just said the department needed to examine the impact of the two-way sectional fare on the patronage of long-haul routes after implementation. However, he opined that long-haul passengers mainly took buses in the peak hours before and after work while short-haul passengers went out for buying food in the afternoon mainly so there were no conflicts between them.

88. Ms Cammy TSE of the TD said that the department had noted Members' view on early implementation of the two-way sectional fare. As the epidemic was eased, the department had arranged to conduct a survey on patronage at the beginning of June 2020 to review the latest patronage. The department also needed to conduct tests with the bus companies on the complementary measures for the two-way sectional fare. On the suggestion for full implementation of the two-way sectional fare, the TD would conduct a study after it approved the first batch of routes that provided the concession. Besides, two of the KMB bus routes which passed through the Tuen Mun District (i.e., Routes No. 68A and No. 63X) would also be included in the application for the KMB two-way sectional fare.

89. Members raised the third round of comments and enquiries on this agenda item as follows:

- (i) A Member said that the population in the Tuen Mun District and Yuen Long District was similar. There were 13 bus routes in the Yuen Long District which would provide two-way sectional fare but only 5 in the Tuen Mun District so she said that the arrangement concerned was not fair. Moreover, she pointed out that the TD representatives had said specifically at the meeting of the TTC of the Yuen Long District that the two-way sectional fare was expected to be implemented in August 2020 but it told today's meeting that there needed further study. Therefore, she requested the department to specifically provide explanations on the implementation date of the two-way sectional fare;
- (ii) A Member said that the TD often refused to consult district councillors on new policies in advance. Then the TMDC could know the new policies through the media only like members of the public so the Member was dissatisfied with this; and
- (iii) A Member requested the TD again to provide explanations on the progress of the two-way sectional fare scheme and the difficulties encountered currently.

90. The Chairman said that he believed many Members had queried about the TD representative's response on the content, details and schedule of the two-way sectional fare scheme at the meeting of the TTC of the Yuen Long District Council, which were different from what was told at today's meeting. He requested the department to provide explanations.

91. Ms Cammy TSE of the TD said that on the application for the two-way sectional fare provided by the KMB, the department had examined the passenger volume and complementary measures of the routes concerned. The department understood that Members showed great concern about the scheme so it would expedite the approval work and she expected that it could be completed at the beginning of the third quarter in 2020.

92. The Chairman requested the TD representative to explain why what was said at the meeting of the TTC of the Yuen Long District Council had a different content.

93. Ms Cammy TSE of the TD said that she did not have the information concerned about the response from the department representative at the meeting of the TTC at the

Yuen Long District Council. However, the department would expedite the approval of the application for the two-way sectional fare and would arrange the test concerned with the KMB. She expected that it would be completed at the beginning of the third quarter in 2020.

94. A Member requested the TD to submit a progress report on the approval of the application for the two-way sectional fare at the beginning of the third quarter in 2020.

95. The Chairman said that the TD's promise on the implementation date of a policy was a cliché and she opined that the department representative found it difficult to provide further response at today's meeting so he suggested that discussion about this agenda item should continue.

96. Members raised the final round of comments and enquiries on this agenda item as follows:

- (i) A Member said that the response of the TD representative was too conservative so she was dissatisfied. She requested the TD to inform the TTC after the schedule of the two-way sectional fare was confirmed without waiting for the next meeting;
- (ii) A Member said that the TD representative in attendance at the meeting of the TMDC to know the situation of the two districts of Tuen Mun and Yuen Long so the Member suggested that the captioned agenda item should be passed to the TMDC for follow-up; and
- (iii) A Member said that it was not enough to have only five bus routes which would provide two-way sectional fare in the Tuen Mun District and agreed that the captioned agenda item should be passed to the TMDC for follow-up;

97. The Chairman concluded that the TD should submit early if there was any paper about the two-way sectional fare scheme. Moreover, the captioned agenda item should be passed to the TMDC to continue follow-up action.

(D) **Welcome the Widening of Castle Peak Road – Castle Peak Bay and Request that Good Road Design Be Ensured**

(TTC Paper No. 30/2020)

(Written Response from the HyD)

(Written Response from the TD)

**Objection to the Retrofitting of Noise Barriers at Gold Coast Phase 1**

(TTC Paper No. 31/2020)

(Written Response from the HyD)

98. As the content of the two agenda items above was related, TTC agreed to discuss them together.

99. The Chairman said that the HyD and the TD had submitted written responses before the meeting and the Secretariat distributed the written responses concerned to Members on 24 April.

100. The first proposer of Paper No. 30/2020 requested the HyD to brief Members on details of the widening works project of the Castle Peak Road – Castle Peak Bay Section (“Widening Works”).

101. The proposer of Paper No. 31/2020 said that the HyD had told the residents of the Hong Kong Gold Coast earlier that noise barriers outside the Hong Kong Gold Coast Phase I would not be included in the department’s invitation to tender for the widening works. However, the design of the above noise barriers was still included in the design plan of the widening works submitted by the HyD to the Public Works Sub-committee of the Legislative Council earlier and the budget concerned had not been adjusted. In this regard, he requested the department to provide explanations on the latest situation of the widening works and he enquired when it would be published in the gazette again.

102. Mr Rex WONG of the TD said that the department had nothing to add on this agenda item.

103. Mr WU Fan of the HyD said that the department had nothing to add on this agenda item in addition to the above written response. He would pass Members’ request for a briefing on the widening works to the Major Projects Management Office of the department for follow-up action. Besides, the HyD had followed up on the noise barriers outside the Hong Kong Gold Coast Phase I and he would relay Member’s enquiries before making a reply.

104. A Member said that the HyD had promised not to build the above noise barriers at a meeting with the residents but the noise barriers concerned were still included in the paper submitted to the Legislative Council. In this connection, the owners of the Hong Kong Gold Coast Phase I had written a letter to the HyD to express their objection. Even if the statutory deadline for the submission of objections was passed, it still satisfied the requirements of the Building Management Ordinance and the department accepted the objection which was submitted by other housing estates after the deadline had been passed. Therefore, he said that what the department did was double standard and involved maladministration. He was worried that the HyD would still build the above noise barriers eventually so he requested the department to provide explanations expeditiously on the time of gazettal action again.

105. Mr WU Fan of the HyD said that he would pass the above views to the Major Projects Management Office of the department for follow-up action.

106. A Member was disappointed with the HyD for not briefing the TTC on the widening works. He said that the number of pedestrian crossings on the Castle Peak Road would affect the traffic flow on the road. Therefore, he enquired the HyD whether there would be construction of footbridges to reduce the impact on the road traffic. He continued to say that there was a road on trial next to the Crossroads Foundations which went straight to the Tsing Ying Road currently to share the traffic flow of the Harrow International School Hong Kong when students went to school. He enquired whether the road would continue to open during the time of the widening works. Moreover, he requested the department concerned to provide explanations on the reasons for rejecting the construction of a slip road to connect Tsing Ying Road and the Tuen Mun Road. He further enquired the HyD whether there would be provision of a cycle track at the Castle Peak Road - Castle Bay Section.

107. Mr WU Fan of the HyD said that he would relay Member's views on the construction of footbridges to the Major Projects Management Office of the department. On the temporary traffic management measures for the widening works, the Major Projects Management Office of the department would inform the TTC in due course. On the cycle track, he said that the Major Projects Management Office of the department had exchanged information with the Project Office of the Civil Engineering and Development Department ("CEDD") in charge of cycle tracks to allocate space for the provision of a cycle track. On the construction of a slip road to connect Tsing Ying Road and the Tuen Mun Road, the TD would provide response.

108. A Member was dissatisfied with the HyD representative for not providing specific response on the widening works and she said that the HyD should have briefed the TMDC on details of the widening works. She continued to say that the widening works would involve a lot and affect the way of travel of tens of thousands of people in the area. However, the HyD's study data on the traffic flow did not tally with the reality. Neither did it respond to the enquiries that she raised on the data concerned. She requested the HyD to send a representative in charge of the widening works to attend the next meeting of the TTC to reply to Members' enquiries.

109. Mr WU Fan of the HyD said he would relay Member's views to the colleagues in charge of the widening works.

110. The Chairman said that the HyD representative and the written response did not reply to Member's enquiries on the captioned agenda item. He enquired the two proposers of the papers whether they had any suggestions how to deal with the captioned agenda items.

111. The first proposer of Paper No. 30/2020 suggested that the HyD should submit papers to the TTC on the widening works in due course and brief Members on details of the works at the meeting.

112. The proposer of Paper 31/2020 suggested that the captioned agenda item should be passed to the TMDC to continue follow-up action.

113. A Member said that the captioned agenda items required attention and would involve the residents in many areas of Tuen Mun. The Member requested the HyD to assign an officer to attend the meeting as soon as possible to provide explanations on details of the widening works.

114. The Chairman said that the captioned agendas needed to be handled as soon as possible so he suggested passing it to the next meeting of the TMDC to continue follow-up action. Moreover, he invited Members to offer advice on the addressee of the letter to be written.

115. A Member suggested writing to the Director of Highways and requested the department to send an appropriate representative to attend the meeting of the TMDC. Besides, she believed the HyD had received funding from the Finance Committee of the Legislative Council ("Finance Committee") on the captioned works. However, the

residents in the area had raised objections to the HyD in 2015 on the construction of noise barriers outside Hong Kong Gold Coast Phase I. Therefore, she did not understand why the above noise barriers were still included in the funding application for the widening works. She requested the department to explain and provide solution.

116. A Member suggested writing a letter to the Finance Committee of the Legislative Council to relay views.

117. The Chairman concluded that the TTC would write a letter to the Director of Highways and requested the department to send a representative in charge of the widening works to attend the meeting of the TMDC. He continued to say that the TTC would also write to the Chairman of the Finance Committee of the Legislative Council to express Members' concern about including of the noise barriers outside the Hong Kong Gold Coast Phase I in the funding application for the widening works. Moreover, the captioned agenda items would be passed to the TMDC to continue follow-up action.

Secretariat

(Post-meeting note: the letters to the Director of Highways and the Chairman of the Finance Committee of the Legislative Council were sent on 22 June and 21 August 2020 respectively. For the reply from the Finance Committee of the Legislative Council, please see Annex I.)

- (E) **Construction of Floating Dock at Castle Peak Bay**  
(TTC Paper No. 32/2020)  
(Written Responses from the Marine Department and the CEDD)  
**Construction of Public Landing Facility at Tuen Mun Area 27 Breakwater**  
(TTC Paper No. 35/2020)

118. As the content of the two agenda items above was related, TTC agreed to discuss them together.

119. The Chairman welcomed Mr WONG Tang-tat, Marine Officer/Planning and Development (1) of the Marine Department, Mr LEE Man-chow, Francis, Project Team Leader/Pier Improvement Unit, Mr WU Kin-kei, Alan, Senior Engineer/Projects 1 and Mr SO Hoi-kin, Ben, Engineer/Projects 1B of the CEDD to the meeting.

120. The Chairman said that the Marine Department and the CEDD had submitted written responses before the meeting and the Secretariat distributed the written responses concerned to Members on 22 April.

121. Mr WONG Tang-tat of the Marine Department and Mr Alan WU of the CEDD briefed Members on Paper No. 35/2020 with PowerPoint presentation (See Annex II).

122. The proposer of Paper 32/2020 said that somebody proposed the construction of a floating dock at the Castle Peak Bay since over ten years ago. The above agenda item had received public attention when pleasure boats installed flocking docks illegally at the Castle Peak Bay and then were disclosed by the media many years ago. He hoped that the captioned public landing facility would be completed expeditiously to benefit many elderly people who were still using home-made landing facility. Besides, he requested the Tuen Mun District Office (“TMDO”) which was responsible for the management of the Castle Peak Bay Waterfront Promenade (“Promenade”) to continue to maintain the environment of the promenade during and after the construction to try to reduce the impact on the users of the promenade.

123. A Member said that the district councillor of the constituency concerned and the stakeholders concerned had fought for the provision of public landing facilities at the Castle Peak Bay for a long time so she welcomed the departments concerned for the implementation of the construction. She enquired how many vessels the proposed public landing facility could accommodate together, whether there would be lighting facilities equipped and whether the department concerned had consulted the fishermen association at the Sam Shing Estate on the siting of the public landing facility.

124. A Member said that many fishermen placed ladders at the breakwater for landing. It not only posed danger but was also an eyesore. She was worried that the fishermen in the area would still insist on using the homemade landing facility after the public landing facility was completed. Therefore, she requested the CEDD to provide explanations whether it had consulted the fishermen in the area on the public landing facility. Moreover, she said that Paper No. 35/2020 did not clearly provide explanations whether the public could still use the promenade as usual during the construction period. She requested the CEDD to provide more supplementary information.

125. Mr Francis LEE of the CEDD said that the department would commence detailed design and gazettal action on the public landing facility after completing the consultation with the TMDC and would fight for commencement of work at the end of this year, which would take about one year odd. He continued to say that the proposed floating platform was about 15 metres long. Depending on the size of the vessels, it could accommodate three to four small vessels to berth together. The department was

considering installing lighting facilities at the public landing facility. He continued to say that the department held meetings with the Marine Department and the stakeholders concerned in October 2017 and August 2018 to discuss the siting of the proposed public landing facility and then decided the current location. Besides, the entrance of the promenade was about five metres wide currently. An area of about two metres would be closed during the construction period so there would still be sufficient space for the users of the promenade to pass through.

126. Ms Koronis LEUNG, Assistant District Officer (Tuen Mun) 2 thanked Members for having provided advice on the promenade. She said that some of the areas at the entrance of the promenade would be allocated as a work site during the construction period but other areas would still open. The TMDC would work with the department concerned and try to keep the cleanliness of the promenade depending on the progress of the works.

127. Members raised the second round of comments and enquiries on this agenda item as follows:

- (i) A Member enquired whether the public landing facility was laid with anti-slippery material;
- (ii) A Member said that there were many home-made landing facilities in the Castle Peak Bay Typhoon Shelter but the proposed public facility was situated at the back of the typhoon shelter. She was worried that fishermen would not be attracted to use it after completion. Besides, according to the briefing by the department representative on Paper No. 35/2020, she opined that the department concerned had not conducted sufficient consultation and she suggested that they should report to the TTC again after completing the consultation;
- (iii) A Member learned that the Leisure and Cultural Services Department (“LCSD”) would convert the temporary carpark set out in Annex II of Paper 35/2020 as a temporary garden at the end of 2020. In this connection, the member suggested that the department concerned should set up a signboard to show the fishermen how to go to the new public landing facility; and
- (iv) A Member said that the CEDD held meetings with the stakeholders concerned on the construction of the public landing facility only. It might be too rash to seek the consent from the TMDC on the project concerned currently. She requested the CEDD and the TMDO to provide detailed explanations on the

consultation on the construction of the public landing facility.

128. Mr Francis LEE of the CEDD said that the floating platform of the proposed public landing facility was generally made of steel and the surface would be laid with anti-slippery material. He said that there were examples of floating platforms used as landing facilities around the world and there was similar facility at the Aberdeen Typhoon Shelter. He continued to say that the department discussed with the Marine Department and the fishermen representatives in October 2017 and August 2018. As many vessels could not enter and berth in the Tuen Mun Typhoon Shelter owing to the restrictions of licence, he proposed that the public landing facility should be provided at the current location and the fishermen representatives had agreed with the arrangement concerned.

129. Mr WONG Tang-tat of the Marine Department said that the department had proposed the provision of a public landing facility at the breakwater in Area 27, Tuen Mun since 2017 having regard to the requests of different stakeholders in the area. After scrutiny, the proposal was considered to be feasible. Therefore, the CEDD was entrusted to carry out the design. There was communication with the fishermen organisation and the district councillors concerned in the process.

130. Ms Koronis LEUNG, Assistant District Officer (Tuen Mun) 2 said that the maintenance of the breakwater at the Castle Peak Bay was under the purview of the CEDD while the TMDO was responsible for the management of the promenade. The department learned that the CEDD had conducted consultation on the construction of the public landing facilities so the matters concerned needed to be responded by the department.

131. Members raised the third round of comments and enquiries on this agenda item as follows:

- (i) A Member enquired the department concerned whether there would be signboard put up near the public landing facility, and whether the appearance of the public landing facility would go with the promenade;
- (ii) A Member said that the CEDD had never consulted her on the construction of the public landing facility. Besides, she pointed out that residents nearby often hung out at the promenade but the department did not consult the residents nearby. She said that consultation was inadequate and requested the department to follow up; and

(iii) A Member said that he had never been consulted as the district councillor of the constituency nearby. He opined that the department concerned should conduct a consultation again. Moreover, he said that the public landing facility would affect the visual impact of the promenade seriously after completion. He requested the department concerned to provide more information about the appearance of the public landing facility.

132. Me Francis LEE of the CEDD said that a member of the Working Group on Castle Peak Bay of the previous TMDC had suggested the provision of pick-up/drop off point or landing facility at the Castle Peak Bay.

133. Mr WONG Tang-tat of the Marine Department said that apart from the Working Group on Castle Peak Bay of the previous TMDC which proposed the construction of the facility concerned, the department had listened to requests raised by Legislative Councillors, District Councillors and fishermen representatives and then recommended the construction of the public landing facility.

134. A Member said that she had no recollection whether the public landing facility had been mentioned at the meeting of the Working Group on Castle Peak Bay. She opined that it was not enough for the CEDD to consult the members of the Working Group on Castle Peak Bay and the fishermen organisation only. She requested the department to consult the residents in the area together and report at the next meeting of the TTC.

135. Mr Francis LEE of the CEDD said that the department would discuss the arrangement of the setting up of signboards with the TMDO or the management organisation concerned when the public landing facility was under construction.

136. The Chairman enquired the Marine Department whether there would be consultation with the residents in the area again on the construction of the public landing facility.

137. Mr WONG Tang-tat of the Marine Department said that as far as the consultation on the construction of the public landing facility was concerned, Members could refer to the minutes of the first and second meeting of the Working Group on Castle Peak Bay. The department would study the suggestion again for consultation with the residents in the area.

(Post-meeting note of the Marine Department and the CEDD: the minutes concerned included the minutes of first meeting of the Working Group on Revitalization of Castle Peak Bay of the TMDC (2012-2015) and the first and second meeting of the Working Group on Castle Peak Bay of the TMDC (2016-2019).)

138. Mr Alan WU of the CEDD said that an area of two metres wide at the entrance of the promenade would be used during the construction period of the public landing facility. After completion of the works, the area concerned would be re-opened for public use.

139. The Chairman said that Members raised several views on the consultation, material, signboard and works schedule of the construction of the public landing facility. Besides, he enquired the department concerned whether it would report to the TTC again after the department concerned completed the detailed design and gazetting action of the public landing facility.

140. Mr WONG Tang-tat of the Marine Department said that the department could brief the TTC on the detailed design of the public landing facility again.

141. The Chairman concluded that the department concerned was requested to submit the detailed design of the public landing facility to the TTC after completing the gazetting action before consulting Members again.

(The TTC meeting was adjourned at 1:27 for lunch and resumed at 2:34 p.m.)

**(F) Request for Expeditious Commissioning of the Lift and Escalators at Siu Hong Road**

**(TTC Paper No. 33/2020)**

**(Written Response from HD)**

**(Written Response from TD)**

142. The Chairman said that the Housing Department (“HD”) and the TD had submitted written responses before the meeting and the Secretariat distributed the written responses concerned to Members on 22 and 24 April respectively.

143. The first proposer of the paper said that the captioned lift and escalators were commissioned on 31 March 2020. However, she said that the above escalators were often malfunctioned on rainy days and she opined that the escalators with the current design would be splashed by the rain easily. She suggested that the department

concerned should consider whether the design concerned needed to be changed. Besides, the covered walkway at the platform of the Siu Hong West Rail Station was not connected to the captioned lift and escalators so she suggested that the department concerned should extend the covered walkway concerned to attract residents to use the lift and escalators.

144. Ms WAN Mei-yin of the TD said that the department would conduct a survey on pedestrian flow after the epidemic was eased to assess whether there was a need for the provision of a covered walkway. Moreover, the department had told the district councillor of the constituency concerned earlier that there could be sign put up on the Siu Hong Road and would issue a consent on commencement of building works to the HyD.

145. A Member said that the captioned lift and escalators were malfunctioned from time to time after commissioning and she requested the department concerned to provide explanations on the reasons. Besides, on the remarks of the TD representative that there would be a survey on pedestrian flow conducted on the provision of a covered walkway, she enquired about the number of pedestrian flow required for meeting the standard of the provision of a covered walkway. She continued to say that the road section at the Yan Tin Estate going to the Siu Hong West Rail Station did not meet the standard of pedestrian flow for the provision of a covered walkway so she enquired whether there were other ways for the provision of a covered walkway.

146. Ms WAN Mei-yin of the TD said that on the suggestion for the provision of a covered walkway at the road section of the Yan Tin Estate going to the Siu Hong West Rail Station, the department had conducted a survey on pedestrian flow and found that the road section concerned did not meet the standard of pedestrian flow for the provision of a covered walkway. Somehow, in light of the commissioning of the captioned lift and escalators, the department could conduct a survey on the pedestrian flow again to assess the feasibility for the provision of a covered walkway.

147. A Member said that the two public transport interchanges in the south and north of the Siu Hong West Rail Station were provided with covered walkways currently but she believed the department concerned did not count the pedestrian flow before the provision of the covered walkways. In this connection, she requested the department concerned to extend the covered walkway to the captioned lift and escalators in terms of further improvement of facilities.

**Action**

148. Ms WAN Mei-yin of the TD said that the department had noted Members' views and would consider again.

149. The Chairman concluded that this agenda item 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

(G) **Concern over Noise from the Cycle Track outside Siu Hong Court and from Tuen Mun Road**

**(TTC Paper No. 34/2020)**

**(Written Response from the TD)**

**(Written Response from the Environmental Protection Department)**

**Request to Address Maintenance Issues of Noise Barriers and Noise Problem of Tuen Mun Road**

**(TTC Paper No. 39/2020)**

**(Written Response from the HyD)**

150. As the content of the two agenda items above was related, TTC agreed to discuss them together.

151. The Chairman said that the TD, Environmental Protection Department ("EPD") and the HyD submitted written responses before the meeting. The Secretariat distributed the written responses concerned to Members on 24 April and 29 May respectively.

152. The first proposer of Paper No. 34/2020 said she agreed that the installation of speed cameras could help ease the noise problem caused by illegal motor racing and speeding. She continued to say that the HyD had conducted consultation on the construction of noise barriers on Tuen Mun Road. At the time, there were residents who pointed out that it was unreasonable that the cover of the noise barriers did not extend to the Siu Hong Court and had made the noise problem more serious. She requested the department concerned to provide explanations on the data of noise assessment for the design of the noise barriers and the data of noise in the area after the completion of the noise barriers for comparisons. Besides, she had conducted a site inspection and found that there were no sound-absorbent panels fitted in the middle part of the noise barriers in the vicinity of the Siu Hong Court so the noises were reflected outside the noise barriers. She requested the department concerned to provide explanations on the above situation.

153. The proposer of Paper No. 39/2020 said that there were no covers on the noise

barriers in the vicinity of the Tuen Mun Town Plaza and the Waldorf Garden and there were residents who said that the noise problem had become more serious after completion of the noise barriers. Therefore, he requested the department concerned to provide the noise data at the above location. On the maintenance problem of the vertical greening walls on the noise barriers, he quoted the LCSD representative who said at the meeting of the Environmental Hygiene, Climate Change and Sustainable Development Committee that the plants on the noise barriers could not be maintained since 2018 as the TD did not approve road closure at the location concerned. In this regard, he requested the TD to explain. Moreover, the HyD mentioned in the written response that there would be a study on the alternative plan for the vertical greening wall. He requested the department representative to provide explanations on the details and schedule concerned.

154. Members raised comments and enquires on this agenda item as follows:

- (i) A Member said that the Siu Hong Court and the Tuen Mun Road were separated by the Siu Hong West Rail Station so the noise barriers at the road section concerned were not fitted with a cover according to the HyD's explanations during the consultation on the noise barriers of the Tuen Mun Road. As far as she knew, the works concerned were still under warranty so she requested the department concerned to submit the noise data at the road section concerned and study the improvement measures for the noise problem;
- (ii) A Member said that the noise barriers outside the Fu Tai Estate had a vertical design so the tenants on high floors suffered from the noise problem. The Member requested the noise barriers to be extended to the Yuen Long Road;
- (iii) A Member said that the noise barriers did not cover the Eldo Garden in Tuen Mun, so the noise on the Tuen Mun Road was reflected to Block 3 of the Eldo Garden. The Member requested the department concerned to study improvement measures.

155. Mr WONG Tung-pan of the Hong Kong Police ("HKPF") said that there was an increase of 22% in the traffic accidents involving cyclists during the period from January to April 2020. The police also conducted special enforcement operations in April and May 2020 on the above situations and issued penalty tickets to over 170 and 70 cyclists respectively. Apart from combatting the offences involving bicycles, the police also refer seven minors who loitered in the cycle tracks at night to the Social Welfare Department and non-governmental organisations for follow-up action. The

police had noted Members' views on the offences involving bicycles and would continue to take action concerned. Besides, the police conducted a total of 37 operations against anti-motor racing and speeding and arrested eleven motorists for alleged dangerous driving and three for alleged anti-motor racing. The police also issued penalty tickets to 13,767 motorists for alleged speeding and impounded 27 vehicles for alleged illegal conversions and issued defective vehicle reports to 126 drivers. The Tuen Mun Police District had notified the Traffic New Territories North of the noise nuisance from vehicles and would combat the acts concerned together and discuss the locations of the speed cameras with the department concerned.

156. Mr Victor MA of the TD said that generally speaking, the LCSD needed to submit temporary traffic arrangements to the TD and the HKPF if its contractor needed to work on public roads to ensure that the arrangements would satisfy the guidelines concerned to protect the safety of road users. As he understood, the LCSD's contractor had submitted temporary traffic arrangements to the TD last year and the TD raised concern about the temporary traffic arrangements to the LCSD's contractor according to the guidelines concerned. In this regard, the TD had a meeting with the HyD and the LCSD to review the temporary traffic arrangements concerned. If the department received the application from the LCSD's contractor again, it would review the temporary traffic arrangements concerned again.

157. Mr WU Fan of the HyD said that the noise barrier project at the Fu Tei section of the Tuen Mun Road was initiated and designed by the EPD while the HyD was only responsible for the construction and maintenance works according to the design. He continued to say that the noise barriers at the Town Centre section of the Tuen Mun Road was constructed during the "Traffic Improvement Works of Town Centre Section of Tuen Mun Road". At the time, the HyD constructed the noise barriers according to the environmental permit and had implemented the mitigation measures recommended in the Environmental Impact Assessment report. As the growth of the plants on the vertical walls of the noise barriers was not satisfactory, the HyD and the LCSD were studying an alternative plan but the schedule concerned was not available for the time being. Moreover, the department would provide supplementary information on the Member's enquiries about the noise data after the meeting.

158. Members raised the second round of comments and enquiries on this agenda item as follows:

- (i) A Member said that the plants on the vertical greening walls had withered for a long time and did not understand why the department concerned did not send

workers to clear them. The Member urged the department concerned to deal with it as soon as possible;

- (ii) A Member suggested using hoarding as replacement after the plants on the greening walls were removed; and
- (iii) A Member said that according to the written reply from the EPD, there were cantilever sound-absorbent panels fitted at the central dividing strip of the noise barriers while there were about two metres high of sound-absorbent panels fitted at the bottom of the acoustic enclosures. However, she did not find the above installations. She continued to say that it was said in the written report from the EPD that the above measures could benefit 250 flats of the Siu Hong Court. Somehow, there were 4,600 flats at the Siu Hong Court so she enquired which flats would be benefited and when the noise data concerned would be provided. In this connection, she suggested that the TTC should write to the EPD and requested the department to send an officer to attend the next meeting and provided details explanations. If the EPD still could not allay Members' concern at the next meeting, the TTC should conduct a site inspection together with the EPD.

159. The Chairman said that the meeting would become very long if all the agenda items of the TTC would be further discussed as matters arising. He continued to say that the captioned agenda items would be passed to the Working Group on Traffic Problems within Tuen Mun District to continue follow-up action. The TTC would write a letter to the EPD to relay Members' requests. Besides, the Chairman requested the department concerned to consider the views raised by Members and take follow-up action.

Secretariat,  
Working Group  
on Traffic  
Problems  
within Tuen  
Mun District

(Post-meeting note: the above letter was sent on 10 August 2020.)

**(H) The Third Phase of "Universal Accessibility" Programme – Provision of Lift Facilities to Five Existing Footbridges (Structure Nos. NF94, NF150, NF151, NF169 and NF198) in Tuen Mun District**  
**(TTC Paper No. 36/2020)**

160. The Chairman welcomed Mr CHOCK Chi-tung, Senior Engineer 6/Universal Accessibility and Mr LEUNG Lap-yin, Engineer 4/ Universal Accessibility of the HyD and Mr William SO, Project Manager, Mr CHEUNG Kin-keung, Public Relation Manager, and Mr MAK Ho-sau, Project Engineer of the Mannings (Asia) Consultants

Holdings Limited (“Consultants”) to the meeting.

161. Mr CHOCK Chi-tung of the HyD and Mr MAK Ho-sau of the Consultants briefed Members on the captioned paper with PowerPoint presentation (See Annex III).

162. Members raised comments and enquiries on this agenda item as follows:

- (i) A Member enquired the HyD whether there would be provision of lifts to all 24 footbridges in the Tuen Mun District under the third phase of “Universal Accessibility” Programme. He said that the implementation order was very important as there could be provision of one footbridge only every year. In this regard, he suggested adopting the past practice in which the priority for the implementation of the projects would be worked out by the district councillors but not the HyD alone.
- (ii) A Member said that the priority of the provision of the lifts should be decided according to the pedestrian flow of the footbridges and the implementation difficulties of the projects. On the proposal for the provision of lifts to the footbridge near Tin King Road across Ming Kam Road (Structure No. NF198) in the paper, she opined that there was lower pedestrian flow at the above footbridge than the footbridge across Tsing Tin Road and Ming Kam Road. Therefore, she enquired the HyD about the criteria for deciding the priority of the provision. She further enquired whether there would be any compensation arrangements if the new lifts occupied planters and cycle tracks; and
- (iii) A Member enquired whether there would be provision of lifts to all 24 footbridges in the Tuen Mun District under the third phase of “Universal Accessibility” Programme or only the five footbridges set out in the captioned paper would be covered. If there would be provision of lifts to all 24 footbridges, when would they be completed as estimated. He continued to say that the progress of the “Universal Accessibility” Programme was slow and cited that there was confirmation for the provision of lifts to the footbridge in his constituency in 2017 ( Structure No. NF98) but it had not been commenced so far. He requested the HyD to provide explanations on the progress concerned.

163. Mr CHOCK Chi-tung of the HyD said that the third phase of “Universal Accessibility” Programme originated from the unselected projects under the “Extension Programme” and the “Second Phase of the Programme”. If the 24 projects in the Tuen Mun District were technically feasible and supported by the TTC, they would all be

implemented. As the preliminary designs and ancillary construction facilities of the provision of lifts to the five footbridges set out in the captioned papers were more mature, they were recommended for being given priority for implementation. Meanwhile, the Consultants were continuing to conduct a study on the remaining 19 footbridges in the Tuen Mun District and expected to brief Members on the next batch of projects at the meeting of the TTC in October 2020. The 24 projects in the Tuen Mun District would be implemented in three engineering contracts and there would be one contract implemented every year.

164. Mr MAK Ho-sau of the Consultants said that it was inevitable that the trees at the site would be affected as some areas for the provision of lifts were rather narrow. The Consultants would study with the department concerned to transplant the affected trees to the area nearby or replant the same number of trees. Moreover, the Consultants would keep contacts with the TD on the arrangement of the cycle track to ensure road safety.

165. Members raised the second round of comments and enquiries on this agenda item as follows:

- (i) A Member said that the HyD did not provide explanations to which ones of the 24 projects in the captioned programme would come under the same batch of projects, or explain the priority for the provision of lifts in each batch. He requested the HyD to provide the schedule concerned. He opined that the department should consult the TMDC on the priority of all the projects in the whole programmes to be implemented instead of seeking Members' consent after choosing certain projects. Besides, the Policy Address 2019 had proposed the "Universal Accessibility" special programme and the district councils would be consulted on the projects concerned and the priority of implementation in 2020. Therefore, he requested the HyD to provide explanations on the details concerned;
- (ii) A Member said that two of the footbridges set out in the captioned paper were situated in the rural areas of Tuen Mun. Although Members might find that there was low pedestrian flow at the footbridge concerned, in fact the rural areas of Tuen Mun had a higher population than many constituencies in Tuen Mun. There was population aging so many elderly might risk crossing the road as they could not walk up the stairs of the footbridges thus causing traffic accidents. Moreover, the TD did not recommend the provision of pedestrian crossings on the Castle Peak Road to avoid affecting the traffic. Therefore, there was a need

to provide lifts to the footbridges. He further said that the exit of the footbridge at the Lam Tei section near the Light Rail Nei Wai Stop had slight gradient. He requested the HyD to pay attention to that situation when planning the works for the provision of lifts to protect the safety of the users; and

- (iii) A Member said that the priority for the project implementation to depend on the residents' needs rather than the difficulties of the works. Besides, he requested the HyD to explain the implementation schedule of all the 24 projects.

166. Mr CHOCK Chi-tung of the HyD said that there were more footbridges in the Tuen Mun District which needed the provision of lifts. The department had considered to conduct preliminary designs for all the 24 footbridges at the same time but found that some projects had more technical difficulties so they were not feasible. For example, some projects were limited by the site area and the underground public utilities. The Consultants were still studying on the solutions. He continued to say he understood that some Members wanted to complete the works as soon as possible. Currently, the projects in the Tuen Mun District were divided in three engineering contracts. The first contract would be put to tenders at the end of 2020 and the works would commence at the beginning of coming year. The TTC would be consulted on the remaining projects gradually. At that time, the department would provide more information on the difficulties of each project. Somehow, the "Universal Accessibility" special programme would cover three types of housing estates under the Housing Authority (including "Buy or Rent Option" housing estates, "Tenants Purchase Scheme" housing estates and the public housing estates of divestment). The department was preparing the consultation paper concerned and planned to consult the TTC in August or October 2020.

167. Mr MAK Ho-sau of the Consultants said that there would be provision of lifts to the footbridge at the Lam Tei section near the Light Rail Nei Wai Stop (Structure No. NF150). There was difference of height between the exit area of the proposed lift No. 1 and the ground. The area concerned would be rationalised when the detailed design of the project was being conducted to protect the safety of the pedestrians.

168. A Member enquired about the implementation schedule of the five projects in the captioned paper. He further requested the HyD to explain what criteria were used to decide the priority of each batch of projects so that Members would have a full understanding about the situations.

169. A Member enquired why the third phase of the “Universal Accessibility” programme did not cover the footbridge outside the Siu Hong West Rail Station across the Tuen Mun Road going to the Parkland Villas. Besides, she said that there were many hospital patients who used the footbridge across the West Rail Line near the Light Rail Tuen Mun Hospital Stop (Structure No. NF410 and NF411). It was much higher than normal footbridge and people needed to walk up more stairs. Therefore, she called upon Members to support and give priority to putting the above footbridge in the next batch of projects.

170. Mr CHOCK Chi-tung of the HyD said that the department was examining the projects that would need consultation with the TTC in October 2020. At that time, it would provide explanations on the technical difficulties faced by all the 24 projects in the Tuen Mun District. On the provision of lifts to the footbridge across the West Rail Line near the Light Rail Tuen Mun Hospital Stop (Structure No. NF410 and NF411), there might be a need to use the walkway of the Tuen Mun Hospital for the access of construction vehicles. Although the department could not have further contact with the Tuen Mun Hospital recently, it would continue close follow-up in light of Members’ views. Moreover, the third phase of the “Universal Accessibility” programme originated from the implementation projects not selected in the first two phases of programmes. On the footbridge outside the Siu Hong West Rail Station across the Tuen Mun Road going to the Parkland Villas (Structure No. NF 111), the department would check the information and would follow up with the Member concerned again.

(Post-meeting note from the HyD: the department and the Consultants had followed up on the loading and unloading of machines during the construction period after the meeting. Besides, the department had replied to the Member concerned and explained why the footbridge (Structure No. NF111) was not included in the third phase of the programme and the captioned new proposal would be put in the list of the footbridges in the “Universal Accessibility” programme (lift retrofitting projects of public suggestion to be implemented) which would be considered in future in due course.

171. Members raised the third round of comments and enquiries on this agenda item as follows:

- (i) A Member enquired about the implementation schedule of the remaining 19 projects and whether the third phase of the “Universal Accessibility” programme had covered all the footbridges of which maintenance was under the responsibility of the HyD in the Tuen Mun District. Moreover, she said that many residents requested the provision of lifts at the ramp in Tsing Kwai Path in

Hung Kiu connecting the Castle Peak Road. Although there were more residents who would use the walkway of a private building nearby to and from the Castle Peak Road in the daytime, the provision of lifts at the ramp could facilitate the residents' access at night. Therefore, she requested the above ramp to be put in the third phase of the "Universal Accessibility" programme;

- (ii) A Member showed concern about some of the footbridges in the paper which had little pedestrian flow but were still given priority to the provision of lifts. The Member requested the HyD to explain;
- (iii) A Member said that there were many elderly people in Hung Kiu so he agreed with the provision of lifts at the ramp in Tsing Kwai Path connecting the Castle Peak Road. However, he understood that the above ramp did not cross the public road under the purview of the HyD so it did not meet the criteria of being put in the third phase of the "Universal Accessibility" programme. In this regard, he requested the HyD to consider the provision of lifts at the ramp through other policies. Besides, he opined that there was higher pedestrian flow at the footbridge near the Lam Tei Light Rail Stop in the rural area of Tuen Mun so he suggested the provision of lifts to the above footbridge;
- (iv) A Member suggested that the TTC should continue to discuss the captioned agenda item or pass it to the working group for follow-up so that the HyD would report on the works progress regularly. Moreover, he requested the HyD again to provide explanations on the progress of the provision of lifts to the footbridge with structure no. NF98; and
- (v) A Member said that it was unreasonable for the HyD to decide the priority of the implementation of the projects and he requested the department again to explain why it rejected the past practice and did not allow the selection by district councillors. Moreover, he suggested the provision of lifts to the footbridge with structure no. NF103.

172. Mr CHOCK Chi-tung of the HyD said the department gave priority to choosing five projects for consultation with the TMDC according to the technical feasibility mainly. He continued to say that the "Universal Accessibility" programme covered only the footbridges and pedestrian subways which cross public roads. The department would further follow up with the department concerned on the request for the provision of lifts to the ramp in Tsing Kwai Path in Hung Kiu connecting the Castle

Peak Road.

(Post-meeting note from the HyD: as the request for the provision of lifts to the ramp in Tsing Kwai Path in Hung Kiu connecting the Castle Peak Road did not fall within the area of the “Universal Accessibility” programme, the HyD had referred the request to the TD for follow-up action.)

173. Mr LEUNG Lap-yin of the TD said that on the works for provisions of lifts to the footbridge with structure no: NF98, the works area was situated in the study area of the proposed Tuen Mun South Extension so the works for the provision of lifts needed to be considered with the railway project together to avoid additional expenditure or delay. The department would follow up further with the Member concerned.

174. A Member said that the TTC could support the five projects set out in the captioned paper first but the priority of the implementation of the remaining 19 projects should be left to the TTC to decide by holding a vote according to the residents’ needs.

175. The Chairman said that there was no footbridge in his constituency so he could look at this agenda item objectively. He believed that many Members showed concern about the change of the HyD’s way to decide the priority of implementation of the projects. He opined that even if there might be rows when Members made the decision, this showed the power of the TMDC. He expected that if the decision was made by Members, they could consider the resident’s needs macroscopically. Besides, he enquired the HyD whether it would submit the preliminary designs of the remaining 19 projects in October 2020.

176. Mr CHOCK Chi-tung of the HyD said that the department had planned to consult the TTC on this programme by batches. In light of Members’ views, the department would submit the preliminary designs of the remaining 19 projects in October 2020. Somehow, the projects which needed gazettal action might need longer time for implementation.

177. The Chairman requested the HyD to promise not to decide the priority of the implementation of the remaining 19 projects alone before consulting the TTC.

178. Mr CHOCK Chi-tung of the HyD said that the department would proceed as requested by Members but might need more time for the preparation of the paper.

179. Members raised the fourth round of comments and enquiries on this agenda item as follows:

- (i) A Member said that it was not fair to approve the five projects set out in the captioned paper first. The Member suggested that Members should decide the priority of the implementation of all the 24 projects in the Tuen Mun District according to the residents' needs;
- (ii) A Member felt sorry for two footbridges in his/her constituency being included in the captioned paper and said he/she would not mind deciding the priority of the projects again after the completion of the preliminary designs of all the 24 projects;
- (iii) A Member understood the need to give priority to the provision of lifts to the footbridges in the rural areas of the Tuen Mun District but the Member opined that the priority of the remaining projects should be decided by Members; and
- (iv) A Member said that the emphasis was what criteria the HyD would use for choosing the five footbridges that was introduced in the captioned paper. The Member agreed that Members should decide the priority of the implementation of all the 24 projects in the Tuen Mun District.

180. Mr CHOCK Chi-tung of the HyD said that the department had noted Members' views and could further follow up in light of the TTC's decision.

181. Members raised the fifth round of comments and enquiries on this agenda item as follows:

- (i) A Member said that the government would implement projects with the approach of "resolving the simple issues before the difficult one" and did not consider residents' actual needs. He suggested that decision on the priority of the implementation of the projects should be discussed after the HyD had submitted the preliminary designs of all the 24 projects;
- (ii) A Member said that the progress of the five projects in the captioned paper should not be delayed but requested the HyD to submit the technical data of the remaining 19 projects so that Members could decide the priority of implementation; and
- (iii) A Members said that the HyD used to submit the technical data of all the

projects to the TTC for Members to give priority to choosing five projects for implementation in the past. If there were technical difficulties in the projects to which the TTC gave priority for implementation, another project would take the place and the department would report to the TTC again.

182. The Chairman said that the TTC needed to show support at today's meeting on the implementation of the five projects listed set out in the paper according to what the HyD representative said. In this regard, he invited Members to decide whether to show support on the five projects set out in the paper or wait until the meeting in October 2020 to examine the technical data of all the projects again.

183. Members raised the final round of comments and enquiries on this agenda item as follows:

- (i) A Member did not want to delay the five projects set out in the paper so the Member would support the above five projects unwillingly before discussing the remaining 19 projects in October 2020;
- (ii) A Member did not mind waiting until October 2020 to decide the priority of all the 24 projects again but the Member opined that the projects to which were finally given priority and chosen for implementation might have overlap with the five projects in the captioned paper so Members were requested to consider the situations rationally;
- (iii) A Member requested the HyD to submit the technical data of the remaining projects for Member's perusal expeditiously instead of waiting until October 2020; and
- (iv) A Member enquired whether the "Current Highest Hourly Pedestrian Flow" set out in the captioned paper had counted the all the pedestrian flow passing through the road sections or the pedestrian flow passing through the footbridges concerned only. He said that users might find that it was inconvenient to use some footbridges so the pedestrian flow was low. If the priority for the provision of lifts was considered according to pedestrian flow only, there might not be provision of lifts to such footbridges instead.

184. Mr CHOCK Chi-tung of the HyD said that the department would submit the technical data of all the projects in October 2020 for Members' perusal. He continued to say that the pedestrian flow set out in the captioned paper came from the result of the

surveys conducted in peak hours at the end of previous year. The department would consider updating it together when submitting the paper in October 2020.

185. The Chairman enquired Members whether they accepted the proposal for the provision of lifts to the five footbridges set out in the captioned paper.

186. There being no objections from Members, the Chairman announced that the TTC accepted the proposal in the captioned paper and requested the department concerned to continue to report on the progress of the projects concerned.

**(I) Request for Metered Parking Spaces and Temporary Car Parks near So Kwun Wat Road and Kwun Chui Road in View of Property Development around So Kwun Wat Road**

**(TTC Paper No. 37/2020)**

**(Written Response from TD)**

187. The Chairman said that the TD had submitted written response before the meeting and the Secretariat distributed the written response to Members on 29 May.

188. The first proposer of the paper asked the TD to brief Members on the latest progress of the captioned agenda.

189. Mr Rex WONG of the TD said that the department was following up on the provision of on-street metered parking spaces at the road sections concerned and would look for appropriate a government land for letting a carpark with short-term tenancy.

190. A Member said that there was often illegal parking at the captioned road sections. Coupled with the intake of many housing estates nearby, the problem of insufficient parking spaces would be more serious at that time. He hoped that the department concerned would expedite the provision of on-street parking spaces and a temporary carpark at the captioned road section.

191. A Member said that there was a great difference in the proportion between the number of residential flats and parking spaces in NAPA and other housing estates so the parking spaces were undersupplied. She had conducted a site inspection with the TD representative and suggested that the department should provide on-street parking spaces. At the time, the department replied it was worried that the provision of parking spaces might affect the traffic so there was a need to study further. Besides, she received calls for assistance from the owners of a new housing estate in So Kwun

Wat that the proportion between residents and parking spaces of the housing estates was very low so the owners found it difficult to buy the parking spaces. Therefore, the problem of insufficient parking spaces in the area was very pressing so she hoped that the TD would expedite the progress of the launch of improvement measures.

192. Mr Rex WONG of the TD said that the department had noted Member's view and would report on the progress at the meeting of the Working Group on Traffic Problems within Tuen Mun District. Besides, the department had nothing to add on such administrative matters as the construction of a road connecting the land at the end of So Kwun Wat Road and the problem of private residential flat owners failing to buy parking spaces.

Working Group  
on Traffic  
Problems  
within Tuen  
Mun District

193. The Chairman concluded that this agenda item would be passed to the Working Group on Traffic Problems within Tuen Mun District for follow-up action.

**(J) “Super Cycle Track” Remains an Indefinite Wait – Urge that More Bicycle Parking Spaces Be Provided in Tuen Mun and the Cycle Track Network Be Enhanced**

**(TTC Paper No. 38/2020)**

**(Written Response from the TD)**

194. The Chairman said that the TD had submitted written response before the meeting and the Secretariat distributed the written response to Members on 29 May.

195. The first proposer of the paper said that the written response from the TD only replied to the proposal for the provision of bicycle parking spaces and did not mention the construction of a cycle track. The Member requested the TD to provide explanations.

196. A Member enquired about the progress of the “Super Cycle Track”.

197. A Member said that the department concerned had shown little concern about the “Super Cycle Track” project. The Member had suggested constructing the road sections that had no controversies (e.g. from Sam Shing Estate to the Chi Lok Fa Yuen) first but the department concerned shelved the proposal concerned after completing the design. On the section between Tsuen Wan and Tuen Mun, some housing estates at the road section had objections to the construction of the cycle track but the department concerned did not follow up on the project concerned at all. In this connection, she requested the department concerned to provide explanations on the progress of the

above project.

198. Ms WAN Mei-yin of the TD said that the “Super Cycle Track” was under the responsibility of the CEDD so the response should be provided by the department.

199. Mr Jason CHAN of the CEDD said that the network of the cycle track project was very long and the department was launching it in phases. Currently, the section of the cycle tracks connecting Ma On Shan and Sheung Shui and that connecting Tuen Mun and Yuen Long were completed and open for public use. On the works of the cycle track connecting Yuen Long and Sheung Shui, they were being completed and estimated to be completed in the middle of this year. Then there would be testing works and it would be transferred to the department which was responsible for the maintenance. Afterwards, the cycle track would be opened for public use in phases. At that time, the cycle track connecting Tuen Mun and Ma On Shan would be completed. On the section of the cycle track between Tsuen Wan and Tuen Mun, the advance works at the road section between the Tsing Tsuen Bridge in Tsuen Wan and the Bayview Garden had commenced in September 2018 and it was estimated that the works would be completed and opened for public use at the beginning of 2021. The department was conducting a review and design work on the remaining sections of the cycle track between Tsuen Wan and Tuen Mun to fight for the commencement of the works of the remaining sections early.

200. Members raised the second round of comments and enquiries on this agenda item as follows:

- (i) A Member suggested that the CEDD should liaise with the HyD to have mutual co-ordination between the construction works of the cycle track and the widening works of the Castle Peak Road - Castle Peak Bay section. He wanted to promote cycling in the Tuen Mun District and make it popular so that members of the public would reduce the use of means of public transport and protect the environment. Besides, he suggested that the TD should consider amending the ordinance to allow members of the public to cycle on the roads where the pedestrian flow was low so that more members of the public would cycle;
- (ii) According to the CEDD representative, the department was conducting a study on the remaining sections of the cycling track between Tsuen Wan and Tuen Mun. A Member enquired which section would need a study; and

(iii) A Member hoped that the department concerned would launch many more short-term measures to improve the cycle track and provide bicycle parking spaces to ease the cyclists' demands for the facilities concerned. The written response from the TD mentioned that there would be provision of 300 bicycle parking spaces in the Tuen Mun District and would provide bicycle parking spaces near the Lam Tei Light Rail Stop and the junction of Tin King Road and Ming Kum Road. In this regard, she enquired whether the 300 bicycle parking spaces above included those provided at Lam Tei and Tin King and whether the Tuen Mun East was included. Besides, on the cycling track between Tsuen Wan and Tuen Mun, she said that there was no resident having objection to the section between Sam Shing Estate and the Aegean Coast so she enquired about the progress of the construction of the cycle track at the above section. She further enquired whether the department concerned had taken any follow-up action on the section which had received objection from residents.

201. Ms WAN Mei-yin of the TD said that the department would provide the list of 300 bicycle parking spaces after the meeting. The bicycle parking spaces at Lam Tei and Tin King were not included in the above 300 bicycle parking spaces. On the overall planning of the bicycle tracks in the district, the CEDD would provide response.

202. Mr Jason CHAN of the CEDD said that the department consulted the Environmental Hygiene and District Development Committee of the TMDC on the gazettal action about the routing of the cycle tracks between Tuen Mun and So Kwun Wat in November 2018. At the meeting, a Member showed concern about the routing of the proposed cycle track going along the beaches. The Member said that too many bicycles at the perimeter of the beaches would bring potential danger and affect other cyclists. Subsequently, the department consulted the organisations affected by the route of the above cycle track and held discussion and conducted a study on the routing of the cycle track. The department was improving the plan of the project design and would conduct public consultation again in due course.

203. A Member said that there was no objection to the cycle track between Sam Shing Estate and the Chi Lok Fa Yuen received so the Member enquired about the reason why the works had not commenced.

204. Mr Jason CHAN of the CEDD said that the department would provide response after the meeting.

205. The Chairman concluded that the first proposer of the paper was requested to submit a paper to follow up on the captioned agenda item at the committee concerned separately. He also requested the TD and the CEDD to provide supplementary information on the Members' enquiries after the meeting.

(Post-meeting note: please see Annex IV for the supplementary information from the TD. The supplementary information from the CEDD was distributed to Members on 31 July 2020.)

**(K) Concern about Traffic Impact of Road Maintenance Works in Southeast Tuen Mun**

**(TTC Paper No. 40/2020)**

**(Written Response from the HyD)**

206. The Chairman said that the HyD had submitted two written responses before the meeting and the Secretariat distributed the written responses to Members on 28 & 29 May respectively.

207. The first proposer of the paper said that the HyD used to consult the district councillor of the constituency concerned before carrying out road maintenance works in the past so she did not understand what was said in the written response from the department. She continued to say that the HyD carried out maintenance works at the Castle Peak Road - Castle Peak Bay section on 11 May 2020 without consulting the district councillor of the constituency concerned, thus causing very chaotic traffic on the day in question. She showed concern about the temporary traffic arrangements during the period of widening works at the Castle Peak Road - Castle Peak Bay section in future. She requested the HyD to provide thorough explanations on the arrangements concerned as soon as possible.

208. A Member said that the HyD used to inform the bus operators before carrying out road works in the past so that the operators could post up notices to inform the passengers. It was learned that the TD had approved the HyD on 6 May 2020 to carry out emergency resurfacing works on 11 May 2020 and sent the information concerned to the bus companies, MTR and minibus operators except the district councillor of the constituency concerned. He had enquired the staff of the bus companies about the above works and they said they did not know anything. Eventually, he knew that the closure of bus stops was arranged by the project officer of the HyD. The bus companies made emergency arrangements for the relocation of the bus stop after receiving his notice so it was very chaotic. He was very dissatisfied with the above

arrangements and requested the department concerned that it should inform the district councillor of the constituency concerned and the stakeholders in the district before carrying out emergency works and road closure in future. He further enquired the representatives of the bus companies whether they knew of the works which were carried out on 11 May 2020.

209. A Member said that he received many residents' complaints on the road closure and traffic congestion on the day of the works on 11 May. However, he did not know of the above works beforehand so he could not provide any response. He said that government departments had not informed the district councillor of the constituency concerned of the matters in the district since the current term of TMDC but the village representatives and residents' representatives concerned still received the notices. It was bias so he was very dissatisfied with such practice.

210. The Chairman said that the written response from the HyD was not clear in the context and he hoped that the departments could pay attention. Besides, he said that the HyD would still inform the district councillor of the constituency concerned before carrying out works in the previous year and asked the district councillor of the constituency concerned to inform the residents. However, he had not received any notices from the HyD on the works in the district since 2020. In this connection, he requested the HyD to inform the district councillor of the constituency concerned before carrying out road works in the district.

211. Mr WU Fan of the HyD said that the department had noted Members' views and would try to inform the stakeholders concerned of the arrangements of major road maintenance works as soon as possible and would keep contacts with the district.

212. A Member said that the HyD's performance was worsening. She said that the HyD's contractors used to consult district councillors and collect consents before carrying out works in the past. Subsequently, they changed to send notices to district councillors. Somehow, the HyD had not sent any works notices to the district councillors since the previous year.

213. The Chairman enquired the HyD representative about the definition of "major road works".

214. Mr WU Fan of the HyD said that the department would send notices to district councillors for the maintenance works which had greater impacts on the pedestrians and

road users.

215. The Chairman requested the bus companies and the MTR to reply whether they had received notices from the HyD before the works of 11 May 2020.

216. Ms Betsy LEUNG of the KMB said that she needed to understand more from the company. She continued to say the KMB would continue to maintain communication with the HyD to cope with the department's maintenance works. Besides, the KMB thanked the district councillor of the constituency concerned for providing a reminder for the works on 11 May 2020 and would make a review again with the frontline staff.

217. Mr Brian LAM of the Citybus said that the company relocated the affected bus stops at 10 a.m. on the day in question and sent notices to the passengers affected in light of the works on 11 May 2020. The arrangement of the bus stop relocation was the same as before. He continued to say that generally speaking, the Citybus would make preparations in advance according to the information provided by the government after receiving the notice of road works, including setting up temporary bus stops and sending notices to passengers.

218. Ms Annie LAM of the MTR said that she needed to understand the situation more from the company before reporting to Members.

219. A Member said that the HyD had never informed the district councillor of the constituency concerned before the commencement of works since the new term of the TMDC. In the past, the HyD used to discuss the time of the works with the district councillor of the constituency concerned but currently the district councillors of the constituency concerned needed to look for the notices concerned on the Internet themselves before knowing the information concerned. She continued to say that the district councillor would inform the affected residents and remind the residents to take alternative route or change the way of travel after receiving the works notices. Moreover, she was dissatisfied with the HyD deciding whether to inform the district councillors depending on the extent of impact on the pedestrians and road users. She opined that all the road works involving the Castle Peak Road would have wide impacts. Therefore, she requested the HyD to inform the district councillor of the constituency concerned of all the road works involving the Castle Peak Road in advance and conduct consultations.

220. Mr WU fan of the HyD said that he would relay Members' views to his

colleagues concerned.

221. The Chairman concluded that the TTC would write to the HyD to relay Members' concern about the department not informing the district councillor of the constituency concerned in advance before carrying out road works, and requested the department to provide detailed explanations on the temporary traffic arrangements during the construction period of the widening works at the Castle Peak Road - the Castle Peak Bay section. Moreover, this agenda item would be passed to the Working Group on Traffic Problems within Tuen Mun District to continue follow-up action.

Secretariat,  
Working  
Group on  
Traffic  
Problems  
within Tuen  
Mun District

(Post-meeting note: the above letter was sent on 10 August 2020.)

(L). **Request that Bus Route E33P Provide Two-Way All-Day Service and Be Rerouted to Tuen Mun - Chek Lap Kok Link**

**(TTC Paper No. 41/2020)**

**(Written Response from the Long Win)**

**(Written Response from the TD)**

222. The Chairman welcomed Mr LAW Yiu-wah, Senior Officer (Planning and Development) of the Long Win Bus Company Limited ("Long Win") to the meeting.

223. The Chairman said that the Long Win and the TD had submitted written responses before the meeting and the Secretariat distributed the written responses to Members on 28 & 29 May respectively.

224. The first proposer of the paper said that many residents were worried that the TD would arrange Route No. A33X which charged higher fare for the whole day service after the commissioning of the LINK to replace Route No. E33 which charged lower fare. She pointed out that many residents relied on Route No. E33P to go to work at the airport so she requested the TD to arrange Route No. E33P to replace Route No. A33X after the commissioning of the LINK or arrange both two routes for the whole day service. She continued to say that the trip to the airport would be shortened after the commissioning of the LINK and the LINK would have lower toll than the Lantau Link so the TD needed to lower the fare of the above bus routes.

225. Members raised comments and enquiries on this agenda item as follows:

- (i) A Member suggested that a working group should be formed to collect residents' views to be submitted to the Transport and Housing Bureau ("THB") so that the TD could work out the traffic arrangements after the commissioning of the

LINK. She further suggested the bus routes passing through the LINK should be put to public tender to choose the operator instead of direct discussion between the government and the Long Win. She also suggested that the Working Group on External Traffic of Tuen Mun should discuss the fare of the bus routes passing through the LINK and offered the views to the THB early to take care of the traffic needs of the residents who went to work at the airport;

- (ii) A Member said that buses of both Routes “A” and “E” should reduce fare after the commissioning of the LINK and the two sets of routes should have the same fare. Besides, she suggested that there should be fare concession provided to the passengers who worked at the airport; and
- (iii) A Member enquired TD when it would submit the arrangements on the bus route adjustment after the commissioning of the LINK to the TMDC.

226. Ms Cammy TSE of the TD said that the department expected that there would be a more efficient way for the residents in the northwest New Territories to travel to and from the Lantau Island after the commissioning of the LINK. The TD had plans to adjust the bus routes between the northwest New Territories and the Lantau Island in order to reduce the travel distance and time and enhance operational efficiency, including the arrangement of the daytime bus route between the northwest New Territories and the Lantau Island, i.e. Routes “E” to pass through the LINK and Shun Long Road to continue to provide the main bus services to and from Tung Chung or the airport logistics area. Moreover, the TD had noted Members’ views on the extension of the service hours of Route No. E33P and referred them to the Long Win for consideration. The TD planned to submit a paper to the district councils concerned about the arrangement on route adjustment that coped with the commissioning of the LINK in the second quarter of 2020, including the arrangements on the route change and fare of Route No. E33P.

227. Mr LAW Yiu-wah of the Long Win said that the company had noted Members’ views and would review the bus services between the northwest New Territories and the airport with the TD again.

228. The Chairman said that the TTC also discussed the captioned matters at its second meeting on 27 April 2020 and expected to receive the paper submitted by the TD in May 2020 to convene a special meeting for discussion. He continued to say that the TTC had repeatedly discussed the captioned matters since the beginning of 2020 but the

TD and the Long Win had never provided any specific responses. He was dissatisfied with this.

229. A Member queried that the TD would announce directly to the public about the arrangements on bus route adjustment instead of consulting the TMDC first at that time.

230. A Member said the TTC had discussed the captioned matters for a long time so the TD should submit the paper concerned early. She said the government should not presume that the bus routes passing through the LINK would be operated by Long Win.

231. The Chairman said that after the TD submitted the arrangements on bus route adjustment after the commissioning of the LINK, the TTC would convene a special meeting for the discussion. He enquired the TD whether the above paper could be submitted within June 2020.

232. Mr Icarus YEUNG of the TD said that the paper concerned was near completion. He expected that it would be submitted within the second quarter of 2020 and he felt optimistic.

233. The Chairman concluded that the TTC would convene a special meeting for the above paper and invite the TD representative in charge of the matters concerned and the representatives of the bus operators to attend the meeting.

**(M) Request for a Structural and Safety Review of Bus Model E500MMC**

**(TTC Paper No. 43/2020)**

**(Written Response from the KMB)**

**(Written Response from the TD)**

234. The Chairman said that the KMB and the TD had submitted written responses before the meeting and the Secretariat distributed the written responses to Members on 28 & 29 May respectively.

235. The first proposer of the paper said the written response from the KMB mentioned that the company had conducted regular examination of all the buses but the bus model E500MMC had a fire every year so she showed concern about the passengers' safety. She continued to say that the TD had monitored the bus safety but the same model of buses was involved in accidents for many times. Therefore, she suggested that the TD should consider requesting the bus company to replace the above model of buses.

236. Ms Cammy TSE of the TD said that all the design and structural and safety equipment of buses would need to meet the safety standard. The type and model of each bus would need to pass the bus type approval examination and annual examination of the TD before they could travel on the roads. The buses of model E500MMC had passed the test concerned of the TD while the safety standard of its vehicle body also met international approvals and the requirements of the laws of Hong Kong concerned. She continued to say that the TD had monitored the vehicle quality and maintenance level of the franchised bus companies. Apart from undergoing regular annual vehicle examination, each franchised bus and MTR bus needed to pass the monthly examination of its bus company. On each working day, the TD would conduct spot check randomly from time to time on the franchised buses/MTR buses which were providing services to closely monitor the maintenance and repair conditions of the buses and ensure bus safety and their roadworthiness. Each bus also needed to pass the annual full examination before licence renewal. On the problem of the above model of buses catching fire, she said that two of the incidents involved the KMB and the recent one involved MTR bus. It was believed that the incidents happened when the buses still continued to travel a long distance even though the pressure of individual tyres was too low so the tyres overheated and caught fire. Moreover, a bus of KMB Route No. 961 had caught fire once. The KMB said that the captain did not observe the warning sign of the malfunctioned engine to park the bus at a safe location as soon as possible but continued to travel for a long distance so the engine caught fire eventually. After consolidating the investigations into the above incidents, the department confirmed that the mechanical parts of the buses were normal. The cause of fire had nothing to do with the design, structure and maintenance of the bus. Currently, the material of the vehicle body of all the franchised buses and MTR buses met the internationally recognised fire resistance standard completely to ensure that passengers would have sufficient time to evacuate for safety sake. Therefore, the department opined that the bus model E500MMC needed not be suspended from operations. In light of the above MTR bus incident, however, the TD was reviewing the daily monitoring and supervision of tyre pressure, vehicle checks by captains before starting and the emergency handling when tyres were running flat and the support provided by the recovery vehicles and back-up vehicles at the scene of the bus companies and the MTR. The department also requested the bus companies to strengthen improvements to avoid recurrence of the similar incidents.

237. Ms Annie LAM of the MTR said that there were vehicles of model E500MMC in the fleet of the MTR. All the newly-delivered MTR buses would need to pass a series of tests according to the requirements of the TD before they could be put into

service officially pending approval by the department. She continued to say that when an empty MTR bus travelled to the Tuen Mun Road near the Chi Lok Fa Yuen on 5 May, the captain noticed that there was smoke from the tyre at the rear on the left so he stopped the bus at the hatched area for an inspection. He also requested the operation control centre for assistance. As there was fire during the time of waiting, the captain called the police immediately and tried to put out the fire with a fire extinguisher. The MTR took this incident very seriously and commissioned independent experts to conduct detailed investigation into the incident while the detailed cause of the incident was to be confirmed. Besides, the MTR had co-operated with the TD in the investigation and found that the pressure of the tyre was dropping at the time thus causing overheat. Subsequently, the MTR had co-operated with the TD in conducting an examination of the bus and confirmed that the mechanical parts of the bus were normal. The cause of fire had nothing to do with the design, structure and maintenance of the bus. Somehow, the MTR would strengthen examination and send back-up vehicles to the scene as soon as possible to render assistance at the time of the incident.

238. Ms Betsy LEUNG of the KMB said that the KMB had completed investigations into the three incidents of fire involving buses of model E500MMC in the past and submitted reports to the TD. The three incidents of fire were caused by human factors and had nothing to do with the design of the bus. Buses of model E500MMC had also passed all the tests specified by the TD. It was confirmed that the structure and design of the buses were safe so members of the public needed not worry.

239. Mr Brian LAM of the Citybus said that the company also had buses of model E500MMC but there had not been any incidents concerned. The Citybus noted that the incident concerned was related to low tyre pressure so it had instructed the division concerned to pay more attention to avoid the recurrence of the similar incidents.

240. Mr LAW Yiu-wah of the Long Win said that the company had buses of model E500MMC. He continued to say that all models of buses needed to pass the bus type approval examination before they were put into service. After being put into service, they would need to pass the monthly examination of the company and the annual examination of the TD to ensure travel safety.

241. The Chairman concluded that the MTR and other franchised bus companies were requested to submit written responses on the captioned matter.

**(N) Request for Extension of Service Hours of Bus Route K52 to 00:30**

**(TTC Paper No. 44/2020)**

**(Written Response from TD)**

242. The Chairman said that the TD had submitted written response before the meeting and the Secretariat distributed the written response to Members on 28 May.

243. The first proposer of the paper said that he was disappointed at the written response from the TD and opined that the department did not understand the residents' real situation in the area. He said that the residents in the Lung Kwu Tan had demands for transport services to Lung Kwu Tan after mid-night. Therefore, the TD's use of the patronage of the last trip of Route No. K52 to assess the passenger demand at the later time slots had no value for reference. Moreover, Route No. K52 was the only public transport service to and from Lung Kwu Tan so the department and the MTR to perform social responsibility rather than considering the feasibility of the extension of the service with commercial interests.

244. The Chairman said that the last trip aimed to provide convenience to the residents so the patronage should not be used to consider the importance of the last trip.

245. Mr Icarus YEUNG said that the MTR had their operational considerations on the captioned agenda item and their representative would provide response later. He continued to say that the department had conducted overnight on-site surveys twice at Lung Kwu Tan in June 2019 to understand which means of transport the residents would take to return to Lung Kwu Tan at late night. The results of the two surveys showed that the patronage of the last two trips of Route No. K52 was fewer than ten persons, indicating that there was little demand for the service at the time slots. After the service of Route No. K52 stopped, there were only 16 vehicles entering Lung Kwu Tan for the whole night. As the epidemic had eased, the department arranged another on-site survey this month to grasp the latest changes of the travel mode of the residents in the area before discussion with the MTR.

246. Ms Annie LAM of the MTR said that the MTR had examined the captioned proposal. Apart from patronage, the MTR needed to consider the staffing of bus captains and meet the TD's latest requirements on the arrangement of duty rosters of bus captains. Besides, the MTR needed to carry out maintenance, cleaning and cash box processing after the passenger service stopped. Therefore, the company had no plan to extend the service hours of Route No. K52 for the time being. However, the MTR had noted the captioned request and would review the feasibility of the proposal

concerned.

247. A Member was dissatisfied with the responses from the TD and the MTR. He said that the TD should consult the residents in Lung Kwu Tan on the demands for transport at late nights rather than conducting on-site surveys. Moreover, he pointed out that the last trip of other MTR buses stopped at a later time than Route No. K52 so the MTR's use of the staffing of bus captains and needs of maintenance as excuses was not acceptable.

248. A Member said that the MTR should take the situation concerned seriously and try to strengthen the services with the increasing population in the Tuen Mun District.

249. Mr Icarus YEUNG of the TD said that the department needed to consider both the passenger demand and the operational efficiency when examining the adjustment of public transport services. Unlike So Kwun Wat, there was no obvious population growth at Lung Kwu Tan. Therefore, the department needed to consider the impact on the operational efficiency after the service adjustment. He continued to say that the department's on-site surveys would examine the residents' demands for travels at late nights in the area apart from the study on traffic flow. Therefore, the department would conduct another on-site survey at Lung Kwu Tan to examine the demands for new transport services and the impact on the operator concerned after the introduction of new service.

250. A Member said that the department needed to consider whether there was alternative transport service in the area apart from the population growth and passenger demand at Lung Kwu Tan.

251. Mr Icarus YEUNG of the TD said that the department needed to understand more about the residents' demands for travels at late nights in the area (whether there were residents who worked at night) through on-site surveys to assess whether the transport services in the area needed adjustment.

252. The Chairman suggested passing the captioned agenda item to the Working Group on Traffic Problems within Tuen Mun District to continue follow-up action.

253. A Member requested the MTR to consider the needs of the residents at Lung Kwu Tan sympathetically and implement the captioned proposal.

254. A Member requested the TD again to consult the residents at Lung Kwu Tan on

## Action

the demands for transport services at late nights directly.

255. The Chairman concluded that this agenda item would be passed to the Working Group on Traffic Problems within Tuen Mun District to continue follow-up action.

Working Group  
on Traffic  
Problems  
within Tuen  
Mun District

### **VI. Reporting Items**

#### **(A) Reports by Working Groups Progress Reports of Working Groups as at 31.05.2020**

**(TTC Paper No. 45/2020)**

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

256. Members perused the paper.

257. The Chairman said that the working group had suggested that the agenda item “Follow-up on Matters Related to Tuen Mun South Extension” should be passed back to TTC at its meeting on 26 May 2020. He enquired Members whether there were any suggestions how to deal with the above agenda item.

258. The Chairman continued to say it was learned that the government had submitted the paper related to the Tuen Mun South Extension to the Legislative Council.

259. A Member said that works of the Tuen Mun South Extension should have commenced in 2019 and be commissioned in 2023. Currently, the commencement of works was postponed until 2023. She continued to say that she and her party colleagues fought for the construction of the Tuen Mun South Extension many years ago so she was very dissatisfied with the delay of the project concerned. In this regard, she suggested that there should be arrangement for the commissioning of the railway before the property development on the superstructure. The Tuen Mun Swimming Pool should be relocated at the Public Cargo Handling Area in Area 16, Tuen Mun.

260. The Chairman reminded Members to focus how to deal with the agenda item “Follow-up on Matters Related to Tuen Mun South Extension” instead of discussing the content of the agenda item.

261. A Member suggested passing the agenda item to the TMDC for follow-up action and requested the THB to submit more information to the TMDC.

262. The Chairman enquired the TD representative about the role of the department on the above agenda item.

263. Mr Icarus YEUNG of the TD said that the department did not have any information related to the Tuen Mun South Extension but would relay Members' request to the THB.

264. A Member agreed to pass the agenda item to the TMDC for follow-up action and suggested that the Chairman of the TMDC should write a letter to the THB and invite the bureau to assign an officer to attend the meeting to provide explanations on the details related to the Tuen Mun South Extension.

265. The Chairman concluded that the agenda item "Follow-up on Matters Related to Tuen Mun South Extension" would be passed to the TMDC to continue follow-up action.

266. As no other Members raised comments, the Chairman announced that the working group report was endorsed.

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

267. Members perused the paper.

268. A Member who was also the convenor of the working group said that the above working group report set out the responses from government departments only and did not reflect Members' comments and enquiries on the agenda item. The Member asked the Secretariat to include the content concerned.

269. The Secretary said that the progress report of the working group aimed to report to the TTC on the latest progress of the agenda items being followed up. According to the usual practice, the Secretariat would invite the departments to provide information on the latest progress of the agenda items. On the main points of discussions by members of the working group at the meeting, they would be reflected in the minutes of the meeting of the working group.

270. The Chairman said he understood that the progress report of the working group and the minutes of the meeting were two different documents.

271. The Chairman continued to say that the working group amended its terms of reference at its meeting on 26 May 2020. Members please refer to Annex II to the paper.

272. A Member who was also the convenor of the working group said that the original terms of reference of the working group were too brief so he suggested that they should be amended. Besides, he said that the Secretariat gave him one day only to allow him to peruse the agenda of the working group and had sent the agenda before his reply. He opined that the discussion items of the working group were those agenda items that the TTC passed to the working group so the Secretariat should not issue the agenda at the last minute or give him sufficient time to allow him to peruse the agenda. He felt regret for this.

273. The Secretary said that on the arrangement of issuing the agenda for the meeting of the Working Group on Traffic Problems within Tuen Mun District, the Secretariat had received enquiries from the convenor of the working group by email earlier and the reply was made in writing, which would not be repeated in detail here. He continued to say that the Secretariat would give the agenda to the convenor for perusal one day before issuing the agenda for the meeting of the working group in general. The Secretariat would maintain communication with the convenor of the working group to improve the arrangement concerned.

274. The Chairman added that the TTC passed the terms of reference of the Working Group on Traffic Problems within Tuen Mun District at its first meeting. Subsequently, the working group amended its terms of reference at its first meeting. However, the Working Group on Tuen Mun External Traffic did not raise any amendment proposal on its term of reference. In this regard, the Chairman requested Members to consider whether they agreed with the terms of reference of the Working Group on Traffic Problems within Tuen Mun District.

275. There being no objections from Members, the Chairman announced that the amendment to the terms of reference of the Working Group on Traffic Problems within Tuen Mun District was endorsed.

276. As no other Members had objections, the Chairman announced that the working group report was endorsed.

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

277. The Chairman said that the Secretariat received a motion paper moved by Mr HO Kwok-ho at the second meeting of the TTC in connection with a request for the TD to have a re-planning of the Tuen Shun Street Minibus Stop, taxi stand and vehicle parking area. In this regard, the Secretariat informed Members by email on 22 April.

278. The Chairman continued to say that unless the motion paper was urgent in nature, it should be submitted before the deadline of the paper so that government departments could have ample time to prepare for the meeting. As the Standings Orders allowed the motion to be submitted three clear working days before the forthcoming meeting, he accepted the above motion. However, if Members wanted to have in-depth discussion about the content of the paper, they should submit the paper on time so that participants would have ample time for the preparation.

279. The Chairman said that the content of the motion was as follows:

1. The TD should have a re-planning of the area of the Tuen Shun Street Minibus Stop and taxi stand. It was suggested that the taxi stand near the Tuen Mun City Hall should be cancelled.
2. The current parking area near the Tuen Mun Town Plaza Phase 1 and the Trend Plaza should be cancelled to avoid attracting vehicles to be parked there thus causing obstruction.
3. There should be fixed areas designated for different minibus routes as minibus stops to provide sufficient areas for the parking of minibuses.
4. The police was requested to step-up enforcement action to deter illegal parking and disperse the vehicles causing obstruction

Moved by: Mr HO Kwok-ho  
Seconded by: Ms HO Hang-mui,  
Ms Catherine WONG, Mr MA  
Chee, Mr Kenneth CHEUNG,  
Mr YAN Pui-lam, Mr YEUNG  
Chi-hang, Mr Albert LAI, Mr  
LAM Ming-yan, Mr LAM  
Kin-cheung, Ms KONG  
Fung-yi, Ms WONG  
Hung-ming, Ms CHOW  
Kai-lim

280. The Chairman said that the Standing Orders did not require the presence of the mover when the motion was processed. If the seconder and other Members had any comments, they were welcome to raise them.

281. A Member said that after the Tuen Shun Street taxi stand was divided into two, there were taxis which were parked on the traffic lane outside the minibus stop waiting to enter the taxi stand in front so minibuses could not enter or leave the stop. Some taxis even occupied the area of the minibus stop. In this connection, she suggested that the taxi stand in the front of the Tuen Shun Street should be cancelled with only one taxi stand designated at the back of the minibus stop.

282. At this moment, there was no quorum present at the meeting. The Chairman said that even if those Members not present were summoned under Orders 12 (2) of the Standing Orders, there could not be quorum present within 15 minutes so the meeting was adjourned at 6:08 p.m.

(Post-meeting note: the motion not yet discussed at today's meeting would be settled at the fourth meeting.)

Tuen Mun District Council Secretariat

Date: August 2020

File Ref: HAD TMDC/13/25/TTC/20