

Minutes of the 2<sup>nd</sup> Meeting of  
the Traffic and Transport Committee (2024-2027) of  
the Tuen Mun District Council

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Date : 11 April 2024 (Thursday)

Time : 2:30 p.m.

Venue : Tuen Mun District Council (TMDC) Conference Room

Present

Ms SO Ka-man (Chairman)	TMDC Member
Mr YIP Man-pan, MH (Vice Chairman)	TMDC Member
The Hon LAU Ip-keung, Kenneth, SBS, MH, JP	TMDC Member
Mr TSUI Fan, MH	TMDC Member
Ms CHING Chi-hung, MH, JP	TMDC Member
Mr CHAN Manwell, Leo, MH	TMDC Member
Mr TSNAG Hin-hong, MH	TMDC Member
Mr KAM Man-fung	TMDC Member
Mr MO Shing-fung	TMDC Member
Ms LAI Ka-man	TMDC Member
Mr LI Chiu-hung	TMDC Member
Mr LAM Tik-fai	TMDC Member
Dr CHAN Kwai-wao	TMDC Member
Mr CHAN Tsim-heng	TMDC Member
Mr CHUI King-hang	TMDC Member
Mr FUNG Pui-yin	TMDC Member
Mr FUNG Yuk-fung, MH	TMDC Member
Mr TSANG Hing-chung	TMDC Member
Mr IP Chun-yuen	TMDC Member
Mr CHENG Yin-kwan, Andy	TMDC Member
Mr TSE Wing-hang	TMDC Member
Ms TSE Yuk-ling	TMDC Member
Mr KWONG Man-tik	TMDC Member
Mr CHUNG Kin-fung	TMDC Member
Miss TSOI Tsang-yi, Jan (Secretary)	Executive Officer (District Council) 2, Tuen Mun District Office, Home Affairs Department

By Invitation

Mr Leo CHAU	Assistant Manager, Public Affairs, The Kowloon Motor Bus Co. (1933) Ltd/ Long Win Bus Company Limited
Mr Carlos PO	Assistant Manager, Operations, The Kowloon Motor Bus Co. (1933) Ltd / Long Win Bus Company Limited
Mr Desmond TANG	Assistant Manager, Operations Support, The Kowloon Motor Bus Co. (1933) Ltd/ Long Win Bus Company Limited

Mr NG Kin-man, Brian	Manager (Planning), Citybus Limited/ New World First Bus Services Limited
Mr CHAN Ho-fung, Clarence	Operations Manager (Kowloon & New Territories), Citybus Limited / New World First Bus Services Limited
Ms CHUNG Pui Yi, Penny	Corporate Communications Manager, Citybus Limited/ New World First Bus Services Limited
Mr Jack TSE	Planning Officer, Citybus Limited/ New World First Bus Services Limited
Mr TAM Kai-chi	Senior Manager – Light Rail/Bus Passenger & Traffic, Hong Kong Transport Services, MTR Corporation Limited
Mr LO Chun-ho, Chris	Manager – Bus Crew and Traffic, MTR Corporation Limited
Ms LAM Wun-yi, Nicola	Manager – External Affairs, MTR Corporation Limited

In Attendance

Mr CHAN Yik-lung, Eron	Assistant District Officer (Tuen Mun) 2, Home Affairs Department
Mr SIN Wai-ting, Eric	Senior Transport Officer/ Tuen Mun 1, Transport Department
Ms TSANG Yuk-king, Hendrix	Senior Transport Officer/ Tuen Mun 2, Transport Department
Mr WAI Wing-chun, Vincent	Senior Transport Officer/Bus/New Territories North West, Transport Department
Mr HON Ho-ting, Louis	Engineer/ Special Duties 2, Transport Department
Mr PONG Chung-yin, Alex	Engineer/ Tuen Mun Central, Transport Department
Mr CHAN Li-san	Engineer/ Tuen Mun North, Transport Department
Mr WONG Tik-wai	Project Coordinator/ Tuen Mun Central, Transport Department
Ms TANG Wai-ting, Wendy	District Engineer/General (3), Highways Department
Mr KAM Hok-chun, Jorgen	District Operations Officer (Tuen Mun), Hong Kong Police Force
Mr LEUNG Ki-ching	Officer In Charge Tuen Mun District Traffic Team, Hong Kong Police Force
Mr SHUM Kai-shing	Engineer/ 15 (West), Civil Engineering and Development Department

**I. Opening Remarks**

The Chairman welcomed all present to the 2<sup>nd</sup> meeting of the Traffic and Transport Committee (2024-2027) (TTC).

2. The Chairman reminded Members that those who were aware of their personal interests in any matters discussed at the meeting should declare the interests before the discussion. She would, in accordance with Order 22(4) of the Tuen Mun District Council Standing Orders, decide whether the Members who had declared interests might speak or vote on the matters, might remain at the meeting as observers, or should withdraw from the meeting. All cases of declaration of interests would be recorded in the minutes of the meeting.

**II. Absence from Meeting**

3. The Secretary reported that no applications for leave of absence from Members were received.

**III. Confirmation of Minutes of the Last Meeting**

4. The Chairman stated that regarding the minutes of the 1<sup>st</sup> meeting held on 1 February 2024, the Secretariat received a proposed amendment to the paragraph 22 from MTR Corporation Limited (MTR) (see Annex 1).

5. As Members had no other comments, the TTC thus confirmed the amended minutes.

**IV. Discussion Items**

**(A) Suggestions for Easing Traffic Pressure on Tuen Mun Road by Waiving the Toll of Tai Lam Tunnel upon its Franchise Expiry and Takeover by the Government**

**(TTC Paper No. 1/2024)**

**(Written Response from the Transport Department)**

6. The first proposer of the paper stated that the usage rate of Tuen Mun Road during peak hours was much higher than that of Tai Lam Tunnel, leading to frequent traffic accidents due to excessive traffic. He hoped that the Department would promptly study the possibility of reducing the toll of Tai Lam Tunnel or implementing time-varying tolls, and to keep the TMDC informed of the relevant improvement plans.

7. Mr Louis HON of the Transport Department (TD) responded that the Department noted Members' opinions. He added that the TD was currently conducting a research, and planned to officially submit a proposal on the takeover arrangements as well as the toll of Tai Lam Tunnel to the Legislative Council (LegCo) for consultation in mid-2024.

8. Members expressed different opinions and enquiries regarding the response from the representative of the TD, summarised as follows:

- (i) It was hoped that in addition to discussing the proposal at the LegCo, the Department would also discuss the relevant proposal at TMDC meetings.
- (ii) It was pointed out that Tuen Mun Road was saturated. If Tai Lam Tunnel was taken over by the Government after the franchise expired and the toll level remained high, it would only force the residents of Yuen Long and Tin Shui Wai to travel via Tuen Mun Road, which did not help to alleviate the traffic congestion on Tuen Mun Road. Therefore, it was suggested that the Department adjust the toll of Tai Lam Tunnel to a reasonable level by cutting it at least 50%, or even making it free, in order to alleviate the congestion on Tuen Mun Road.
- (iii) It was suggested that the Department could lower the toll to \$20 or \$30 on a trial basis and the Department was asked to reply to the TTC as soon as possible with an approximate toll level.
- (iv) It was suggested that the Department refer to several tunnels in the Sha Tin District, which charged more appropriate toll levels, to set the toll of Tai Lam Tunnel, thereby alleviating the traffic pressure on Tuen Mun Road.
- (v) It was pointed out that currently, taxi drivers tended to take the longer but toll-free Tuen Mun Road for earning higher fares. In this regard, it was suggested that the Department consider the operating environment for commercial vehicles when studying the toll policy of Tai Lam Tunnel.
- (vi) It was suggested that the Department, when setting the tolls of Tai Lam Tunnel, refer to the toll adjustments for traffic rationalisation among the three road harbour crossings, with different pricing for different vehicles, to divert traffic and avoid an increase in time costs for the logistics industry.

9. Mr Louis HON of the TD noted Members' opinions, and responded that the team would further consider whether to conduct consultations with the TMDC and the Yuen Long District Council.

10. A Member hoped that the Tuen Mun District Officer (District Officer), who also served as the Chairman of the TMDC, would bring the captioned matter to the Task Force on District Governance for follow-up, to facilitate consultations at the TMDC by the TD regarding the toll issue after the expiry of franchise for the Tai Lam Tunnel and takeover by the Government.

11. Mr Eron CHAN, the Assistant District Officer (Tuen Mun) 2, acknowledged

Members' opinions, and responded that he would communicate with the District Officer on how to follow up.

12. A Member stated that the Heung Yee Kuk had been advocating for years to make all toll tunnels in Hong Kong free of charge, to provide more route options and thus facilitate public travel. He would represent the TMDC in striving to make the Tai Lam Tunnel free of charge.

13. The Chairman concluded that the tolls of Tai Lam Tunnel had a direct impact on Tuen Mun residents, and requested that the TD must return to the TMDC for further consultations. Accordingly, the TTC decided to write to the Transport and Logistics Bureau (TLB), the TD, and LegCo to express TMDC's opinions to government departments and LegCo members.

[Post-meeting note: The Secretariat sent a letter to the TLB, the TD, and LegCo on 11 June 2024.]

**(B) Bus Services**

**(i) Bus Route Planning Programme 2024-2025 of Tuen Mun District**

**(TTC Paper No. 5/2024)**

**(ii) Enhancing Operational Efficiency of MTR Bus Service on Route K53**

**(TTC Paper No. 6/2024)**

**(iii) Suggestions for Bus Service after Re-routeing of Route K52**

**(TTC Paper No. 7/2024)**

**(Written Response from MTR)**

**(Written Response from the Transport Department)**

14. The Chairman welcomed the representatives from The Kowloon Motor Bus Co. (1933) Ltd/ Long Win Bus Company Limited (KMB), Citybus Limited (Citybus) and MTR to the meeting. She stated that since the contents of TTC Paper Nos. 5, 6 and 7/2024 were related, discussion would take place in sequence.

15. Mr Vincent WAI of the TD introduced the contents of TTC Paper No. 5/2024 and stated that the Secretariat had earlier circulated the documents of Bus Route Planning Programme (BRPP) 2024-2025 of Tuen Mun District in order to collect opinions as early as possible. He continued that to coordinate with the development, demographic changes, and existing and planned public transport services within the Tuen Mun District, the TD, as always, continuously optimised the existing bus service network to meet the travel needs of the public. After reviewing the passenger demand within the district and considering the opinions of local community, the Department and the bus companies had formulated the BRPP for the year. The first part of the paper outlined the guidelines referred to by the Department in planning and formulating the BRPP, while the second part listed 12 proposals by the Department for this year, which aimed at improving the

level of bus service and meeting passenger demand.

16. The Chairman asked Members to discuss the above 12 proposals in sequence.

***Proposal No.1 under the BRPP: Suggesting diverting Routes 50 and N50 on their journeys to Kowloon Station via Mei Foo and adding an en-route stop***

17. A Member expressed that adding an en-route stop at Mei Foo could not boost the passenger capacity of Route 50 to its full level, and suggested that the Department consider omitting Hung Kiu. Instead, he proposed Route 50 should travel via Castle Peak Road to provide residents of Fu Tai Estate and Prime View Garden with a direct route to and from Mong Kok and Tsim Sha Tsui.

18. Mr Vincent WAI of the TD noted the Member's opinions and responded that the TD would study the feasibility of the suggested route with the bus company.

19. Mr Brian NG of Citybus noted the Member's opinions and responded that Citybus would study the feasibility of the suggestion, including the impact of re-routeing on passengers in Area 54 and the traffic conditions around Castle Peak Road.

***Proposal No.2 under the BRPP: Suggesting allocating resources to extend the service hours of Route 50 in order to accommodate the increasing population in Tuen Mun Area 54***

20. The Chairman and Members expressed support for the proposed suggestion.

21. Mr Vincent WAI of the TD stated that the Department would continue to closely monitor the progress of population intake in Area 54 and adjust the service level accordingly.

***Proposal No.3 under the BRPP: Suggesting diverting special trips of Route 52X to Argyle Street via Cheung Sha Wan Road, Nathan Road and Sai Yeung Choi Street South***

22. A Member suggested that when the Department re-routed the special trips of Route 52X, the route should be renumbered to avoid confusion among residents in the Tai Lam and Sham Tseng areas.

23. Mr Vincent WAI of the TD noted the Member's opinions and responded that the TD would study the possibility of re-numbering the route with the bus company to avoid any misunderstanding among the public.

24. Mr Desmond TANG of KMB responded that KMB would conduct research with the TD and maintain communication with Members.

25. The Chairman stated that currently, the KMB mobile application did not mark those special trips and enquired whether the Department and KMB would consider adding signs in the application or to the front of the buses to remind the public.

26. Mr Vincent WAI of the TD stated that the Department would further study with KMB on how to add signs after re-routeing.

***Proposal No.4 under the BRPP: Suggesting re-routeing the service on Route B3A to pass through Yan Po Road in both bounds, and the services on Routes 56 and 56A to pass through Tsun Wen Road in both bounds; while allocating additional resources for Routes 56 and 56A to extend service hours and increase service frequency, including providing services on Saturdays, Sundays, and public holidays, in order to accommodate the increased population in Tuen Mun Area 54.***

27. A Member stated that the low service frequency of Route B3A could not meet the needs of citizens commuting to and from the Shenzhen Bay Port. Therefore, they opposed the re-routeing of Route B3A and requested the Department to restore the service level of Route B3 series to the pre-pandemic level, including restoring the headway of Route B3A to 15 to 20 minutes and reintroducing Route B3M. In addition, a Member enquired whether the Department could launch new minibus routes to travel to and from the Shenzhen Bay Port.

28. Mr Vincent WAI of the TD stated that the Department was very concerned about the service frequency of Route B3A and had observed an increasing demand for cross-boundary land transport services on weekends and public holidays. After resumption of normalcy last year, regular and additional services of bus routes to and from boundary control points had gradually been enhanced to meet the travel needs of passengers, and the headway of Route B3A had also been reduced to 15 minutes in response to demand. In addition, the TD was actively discussing with Citybus to enhance the service level of Route B3A on weekends and public holidays. The suggestion to re-route Route B3A to pass through Tuen Mun Area 54 would provide residents with direct services to and from the Shenzhen Bay Port. If the suggestion was approved and implemented, the Department would continue to closely monitor the operation of Route B3A and adjust the service level accordingly.

29. Ms Penny CHUNG of Citybus stated that since the relaxation of immigration restrictions, Citybus had gradually enhanced the service of Route B3A according to the ridership. Citybus would actively follow up with the TD to enhance the service frequency of Route B3A during weekends and public holidays as soon as possible, and would also allocate resources to strengthen the service in response to the passenger demand on weekdays. In addition, she mentioned that the re-routeing of Route B3A and the service enhancement of Route 56 series were aimed at making good use of resources to improve the transportation service for residents in Area 54.

30. Mr Brian NG of Citybus stated that Routes 56 and 56A had been re-routed to travel via Tsun Wen Road, with additional resources allocated to increase the service frequency and to introduce additional services on Saturdays, Sundays, and public holidays, which would facilitate more residents to travel directly to and from the North District. The re-routed Route B3A would pass through Yan Po Road, and thus provide residents of Area 54 with bus services to and from the Shenzhen Bay Port. He further mentioned that the impact of the re-routeing on passengers was minimal, and affected passengers could enjoy the newly introduced bus-bus interchange concessions while taking bus to their destinations.

31. Ms Hendrix TSANG of the TD stated that the peak hours of Routes 56 and 56A were mainly the morning peak hours on weekdays, during which residents commuted between Tuen Mun and Sheung Shui, while the peak hours of Route B3A were on Saturdays, Sundays, and public holidays. Therefore, the Department would analyse the operation of these two routes with data from different time periods. She further stated that the Department had arranged site surveys to examine the demand for Route B3A on Saturdays, Sundays, and during the long Easter holidays, hoping to respond to Members' concerns as soon as possible.

32. A Member suggested that the TD enhance the service frequency of Routes 56 and 56A and enquired whether the Department would increase the number of buses.

33. Mr Vincent WAI of the TD stated that the headways of Routes 56 and 56A would decrease to 20 minutes, and 15 to 20 minutes, respectively. The Department would also add three buses to serve these routes.

34. The Chairman concluded that Members generally agreed on allocating more resources for Routes 56 and 56A, but disagreed with the approach of bundling the re-routeing of Route B3A. She asked the TD to consider Members' opinions and to increase the service frequency of Route B3A as soon as possible.

***Proposal No.5 under the BRPP: Suggesting allocating additional resources to establish a special service for Route 252X, to be named as Route 252S, providing bus service between Handsome Court in Tuen Mun and Kwun Tong Ferry Pier via the Kowloon Bay Business Areas during peak hours so as to accommodate the population growth in the areas near So Kwun Wat and Castle Peak Road - Tai Lam, and to further facilitate the commute between Tuen Mun and the Kowloon Bay Business Area***

35. A Member enquired about the specific location of the origin of Route 252S on Castle Peak Road and suggested that the Department add one additional departure of Route 252S during the evening peak hours to facilitate citizens who got off work after 6:00 p.m.



36. A Member suggested delaying the departure time of Route 252S from Kwun Tong Ferry Pier to allow citizens working in the Kowloon Bay Business Area to catch it.

37. Mr Vincent WAI of the TD stated that Route 252S would depart from the bus stop at Handsome Court, just as Route 252X. He continued that the Department would consider Members' opinions and review the possibility of slightly adjusting the bus departure times to meet the commuting needs of citizens.

38. Mr Desmond TANG of KMB stated that Route 252S was designed referencing the routes of Routes 258X and 259X to the Kowloon Bay Business Area to accommodate the rapid development of Kowloon East in recent years. He continued that the origin of Route 252S was the same as route 252B, which was the bus stop opposite to the Yan Oi Market. Moreover, he mentioned that it took 10 to 15 minutes to travel from Kwun Tong Ferry Pier to the Kowloon Bay Business Area, and it was expected that citizens got off work at 6:00 p.m. could catch the special trip leaving at 6:00 p.m. Those who missed the departure could still take Routes 258X and 259X to the Tuen Mun Road Bus-Bus Interchange (TMRBBI) to transfer to other routes. Finally, he stated that KMB would discuss with the TD to timely increase the service frequency and adjust the departure times in view of passenger demand.

***Proposal No.6 under the BRPP: Suggesting increasing service frequency of Route 258A, subject to passenger demand***

39. Members had no particular comments on the above suggestion.

***Proposal No.7 under the BRPP: Suggesting deploying more buses for Route 260X to enhance the service, subject to passenger demand***

40. The Vice Chairman stated that there were still many citizens taking Route 260X for travelling either to Tuen Mun or Tsim Sha Tsui from 9:00 p.m. to 10:00 p.m. Therefore, he suggested that the Department consider adjusting the service frequency during this period.

41. Ms Hendrix TSANG of the TD stated that the Department would arrange site surveys and actively study with KMB the possibility of increasing the service frequency of Route 260X in due course.

42. Mr Desmond TANG of KMB stated that currently, the headway of Route 260X towards Tuen Mun between 4:00 p.m. and 11:00 p.m. was five to ten minutes, which was more frequent than many other routes during peak hours. He further mentioned that KMB was willing to increase the service frequency, if necessary, and would maintain communication with the TTC.

***Proposal No.8 under the BRPP: Suggesting increasing service frequency of Route 263B, subject to passenger demand***

43. Members had no particular comments on the above suggestion.

***Proposal No.9 under the BRPP: Suggesting re-routeing Route 263C and extending the route by relocating the terminating point from Tai Po Industrial Estate to the Education University of Hong Kong***

44. Members had no particular comments on the above suggestion.

***Proposal No.10 under the BRPP: Suggesting increasing service frequency of Route A33X, subject to passenger demand***

45. Members had no particular comments on the above suggestion.

***Proposal No.11 under the BRPP: Suggesting launching Route E36C to facilitate passengers from Yuen Long, Tuen Mun West, and Tuen Mun Ferry Pier to travel to and from the Cargo Area, Catering Services Area, and Aircraft Maintenance Area in the Airport***

46. A Member welcomed the above suggestion. In view of the low service frequency of Route A33, it was hoped that KMB would increase the service frequency of Route E36C in the future in response to passenger demand so as to facilitate residents in the Tuen Mun Ferry Pier area commuting to the aviation logistics area for work.

47. Mr Vincent WAI of the TD and Mr Desmond TANG of KMB acknowledged the Member's opinions and responded that they would closely monitor the ridership of Route E36C after introducing the service, and review whether to increase the service frequency.

***Proposal No.12 under the BRPP: Suggesting launching a new bus route plying between Long Bin and the TMRBBI so as to accommodate the housing development and population growth in the Long Bin area, and launching a special trip travelling through Tong Yan San Tsuen, subject to passenger demand***

48. Members had no particular comments on the above suggestion.

49. The Chairman concluded by asking the TD and bus companies to consider Members' opinions.

***Enhancing Operational Efficiency of MTR Bus Service on Route K53***

50. Ms Nicola LAM of MTR stated that MTR placed great importance on bus services within the Tuen Mun District, frequently reviewing bus routes and schedules in response to passenger needs and operational situations. KMB also studied suitable bus route planning based on the transportation planning needs in the district. She further stated that the suggestion to enhance the service of Route K53 primarily aimed to accommodate the population growth in the Yip Wong Estate area by providing feeder service between

Yip Wong Estate and Tuen Mun Station. In addition, she hoped to exchange opinions with Members during this meeting in order to offer more comprehensive services.

51. Mr Chris LO of MTR introduced the proposal for route extension and enhanced service frequency of Route K53 via PowerPoint slides (see Annex 2).

52. A Member disagreed MTR's proposal and believed that it might not improve service levels, stating that the actual waiting time for Route K53 was 13 to 15 minutes, with instances of lost trips, which was quite distant from eight minutes that MTR claimed. Therefore, he considered that MTR should prioritise increasing the number of buses for Route K53. He further mentioned that Routes K53 and K51A often overlapped in services at So Kwun Wat. In addition, he noted that under current road network, Route K53 already took over 70 minutes from Tuen Mun Station to So Kwun Wat, so it would be impossible to keep the travel time within 70 minutes after extending the route to pass through Yip Wong Estate. Thus, he suggested that MTR could consider launching a new route to and from Yip Wong Estate or increasing the service frequency of Route K51A to every 15 minutes, while introducing Routes K53P or K53A as a circular route from 7:00 a.m. to 9:00 a.m. to provide feeder service between Yip Wong Estate and Tuen Mun Station, as an alternative to MTR's current proposal.

53. Mr Eric SIN of the TD stated that the Department would follow up with MTR on the current operation of Route K53 and noted the Member's suggestion to extend other routes to Yip Wong Estate. He further mentioned that MTR had proposed launching two additional short-haul special trips of Route K53 plying between Yip Wong Estate and Tuen Mun Station before 7:00 a.m. from Monday to Friday with an aim to provide bus service before the arrival of the first departure of Route K53 at Yip Wong Estate, allowing residents to travel to Tuen Mun Station earlier in the morning.

54. Mr Chris LO of MTR stated that Route K53 passed through Castle Peak Road, and traffic accidents on Tuen Mun Road could cause traffic to spill over onto Castle Peak Road, especially during the morning peak hours. However, the 70-minute travel time from Tuen Mun Station to Yip Wong Estate was calculated based on the data collected from trackers on buses, and MTR would deploy an additional bus to achieve the goal of completing the journey within 70 minutes once the proposal was officially implemented. He further mentioned that Route K51A departed from So Kwun Wat Tsuen, and the circular service provided by Route K53 also passed through the So Kwun Wat area. Therefore, MTR was currently looking for a site in So Kwun Wat where Route K53 could wait before departing until the designated time to avoid overlapping with the service of Route K51A. MTR promised the previous-term TMDC to re-route Route K51A to shorten the journey to Tuen Mun town centre. Accordingly, MTR would apply to the TD to add a stop at Hanford Plaza for Route K51A. Regarding the suggestion to increase the service frequency of Route K51A, MTR needed to check the number of

available buses and the schedule of Route K53 to avoid overlapping schedules. He would keep in communication with Members after the meeting. In addition, he mentioned that introducing two morning special trips of Route K53 aimed to allow residents of Yip Wong Estate to reach Tuen Mun Station as quickly as possible, and MTR would continue to review the arrangement with the TD.

55. Members expressed different opinions regarding the response from the representatives of the TD and MTR, summarised as follows:

- (i) Members raised concerns about the schedule of Route K53, worrying that even though MTR would deploy an additional bus for the route, extending the route to Yip Wong Estate would still affect the residents in the So Kwun Wat area and Yip Wong Estate. Since Yip Wong Estate had a large number of units with a two-phase intake process, it was suggested that the TD and MTR enhance service level in stages. In addition, it was pointed out that roads in the vicinity of Tin Hau Road were relatively narrow and often obstructed by stopped vehicles. It was recommended that MTR calculate the journey time of Route K53 during segregated time periods to obtain the average number for coordinating schedules, thereby enhancing passenger experience.
- (ii) Members were concerned that the re-routeing of Route K53 would delay the completion of other transport facilities for Yip Wong Estate, including the tendering for new minibus routes.
- (iii) It was mentioned that the route map in the PowerPoint slides was unclear and contained errors, and certain roads marked as new route of Route K53 shown in the slides were actually cycle tracks rather than carriageways.

56. Mr Eric SIN of the TD stated that the Department would closely monitor the journey time and operational conditions of Route K53 after extending the route and would seek assistance from the Police to deal with stopped vehicles on Tin Hau Road if necessary. In addition, he mentioned that the Department had planned other transport facilities to serve the residents of Yip Wong Estate, including KMB Route 57M, green minibus routes, and MTR Bus Route K53.

57. Mr Chris LO of MTR stated that a clearer route map would be provided to Members after the meeting. He further mentioned that during morning and afternoon peak hours, to better meet the demand arising from the industrial area around Tin Hau Road, MTR would arrange spare buses to ply between Yip Wong Estate and Tuen Mun Station to ensure the original service level of Route K53 from So Kwun Wat to Tuen Mun Station was maintained.

58. The Chairman concluded by asking the TD and MTR to actively consider

Members' opinions.

***Suggestions for Bus Service after Re-routeing of Route K52***

59. Members expressed different opinions regarding the captioned suggestions, summarised as follows:

- (i) It was pointed out that Route K52P was originated from Route K52, which currently had only two morning trips to serve students living in the Lung Kwu Tan area to attend schools. However, there were no services in the afternoon for students to return home. Therefore, it was suggested that MTR should introduce afternoon service for Route K52P for students to return home directly without interchange.
- (ii) It was stated that Route K52 was the main route plying between Chi Lok, Sam Shing and the Tuen Mun Ferry Pier. However, after re-routeing, the waiting time during the period from 7:00 a.m. to 8:15 a.m. had increased from previously 10 to 12 minutes to currently 20 minutes. Therefore, the Member hoped that MTR would restore the service frequency to its original level.
- (iii) It was suggested that MTR consult the representatives and residents of Lung Kwu Tan Village to adjust the service schedule of Route K52P in the morning to facilitate students commuting to school. In addition, it was pointed out that the re-routeing of Route K52 affected and inconvenienced the residents of Lung Kwu Tan Village who previously boarded at the terminating point. Therefore, it was suggested that MTR consider offering an additional trip of Route K52A heading to Lung Kwu Tan to divert passengers from Route 506.

60. Mr Eric SIN of the TD stated that the Department would follow up with MTR and study the feasibility of introducing afternoon service for Route K52P. Regarding the waiting time of Route K52 during the morning peak hours after the re-routeing, he mentioned that service level of the route remained unchanged. However, the arrival time of Route K52 at Chi Lok Fa Yuen might be affected by traffic conditions along Long Mun Road and Pui To Road and the boarding and alighting situation. The Department and MTR would continue to closely monitor the operation of Route K52 during the morning peak hours. He further stated that the Department had responded to Members' suggestion to extend the service hours of Route K52A. Besides, it would closely monitor changes in passenger demand and discuss adjustments to service levels with MTR when appropriate.

61. Ms Nicola LAM of MTR stated that MTR would contact Members to collect public opinions and adjust the service schedule of Route K52 according to the actual situation. She continued that since all students attended schools at similar time in the morning, MTR specifically arranged Route K52P to operate in the morning; whereas

considering their varying dismissal times, MTR would continue to communicate with Members and representatives from Lung Kwu Tan Village to explore the possibility of enhancing service frequency of Route K52P in the afternoon.

62. Mr Chris LO of MTR stated that in response to the issue of longer journey time of Route K52 in the morning after re-routeing, MTR was considering extending other bus routes, such as Route K52P to the Chi Lok area. He continued that statistics revealed that most of the students got on the bus at Chi Lok around 7:40 a.m., hence MTR would consider adjusting service schedule accordingly. In addition, he mentioned that currently, segregated passenger waiting areas on Pui To Road were assigned to Route 506 and Route K52, and it was noted that no passengers were unable to get on buses. MTR would also explore the possibility of increasing the service level of Route K52P in the afternoon or initiating special services from Tuen Mun Station in collaboration with Members and representatives from Lung Kwu Tan Village.

63. The Chairman concluded by asking the TD and MTR to actively consider Members' opinions.

**(C) Conducting Studies and Collecting Views on Transport Infrastructure in Tuen Mun District**  
**(TTC Paper No. 8/2024)**

64. The Chairman stated that the agenda item was deliberated during the second meeting of the TMDC held on 11 March 2024, and based on Members' opinions, two major transport infrastructure projects that garnered significant attention were selected for in-depth discussion by the TTC. These projects included "Optimising Facilities of the TMRBBI" and "Improvements Works on Lung Fu Road, Wong Chu Road and Hoi Wing Road". She requested preliminary responses from the relevant departments on the major proposals for these two projects.

***Optimising Facilities of the TMRBBI***

65. Mr Eric SIN of the TD stated that the Government had provided facilities at the TMRBBI, including a bus shelter and restrooms, while bus companies also offered various passenger amenities and information at major waiting areas, such as leaning rails, seats, passenger information boards, estimated time of arrival panels, fans, and mosquito killer lamps. The Department and bus companies would continue to closely monitor the operation and maintenance of existing facilities to provide a comfortable waiting environment for passengers. Meanwhile, bus companies had set up customer service counters, convenience stores, and vending machines at the TMRBBI to offer snacks or drinks to passengers in need. He continued that due to geographical constraints, waiting space available for passengers at the TMRBBI was limited. Furthermore, as the TMRBBI served as an en-route stop for multiple cross-district bus routes with high usage, especially during peak hours, space should be reserved primarily for passenger waiting,

boarding and alighting. Therefore, the Department believed it was necessary to be cautious about adding more facilities at the TMRBBI.

66. Ms Wendy TANG of the Highways Department (HyD) stated that the design of the bus shelter of the TMRBBI took into consideration of various factors, including the necessity to reserve sufficient horizontal space between the edge of the shelter and the kerb to prevent collisions. The coverage of the shelter must also comply with the relevant requirements of the “Transport Planning and Design Manual”, with the range of extension consistent with other roadside public facilities. Therefore, the Department did not recommend further extending the edge of the shelter towards the roadways. She further mentioned that the current design of the shelter did not take into account the load of additional structures (such as rain shields), and it was necessary for the Department to conduct detailed studies on various factors to determine the feasibility of adding rain shields, including the dimensions, materials, rain shielding effect, and the load capacity of the shelter.

67. Members expressed different opinions and enquiries regarding optimising facilities of the TMRBBI, summarised as follows:

- (i) It was believed that the Department had only explained the reasons why the suggestion was not feasible, without proposing any alternative options, leading to disappointment.
- (ii) Members asked the TD about the possibility of adding nebulisers and fans, and requested the HyD to provide the estimated time required for the study on adding rain shields.
- (iii) It was pointed out that the bus shelter of the TMRBBI was severely aging and leaking, and repairs should be carried out shortly. In addition, Members made enquiries about the possibility of installing blow dryers and adding rain shields facing the sea at the TMRBBI.
- (iv) Members expressed that the Department should seriously consider their opinions, follow up on certain feasible suggestions, and respond to Members about the progress.

68. Mr Eric SIN of the TD stated that currently, fans were installed at passenger waiting areas, and the Department noted Members’ suggestions to install more fans. He further mentioned that recently, the Department had started improvement works for the bus lay-by at the TMRBBI to create more space for passenger boarding and alighting and to optimise the operation of the TMRBBI. However, since the space at the TMRBBI should be reserved as much as possible for passengers waiting, boarding and alighting, the Department had to carefully consider adding other facilities, such as restaurants, at the

TMRBBI.

69. Ms Wendy TANG of the HyD noted Members' opinions and responded that the Department would seriously consider the feasibility of the related suggestions.

70. Members put forward a second round of opinions and enquiries, summarised as follows:

- (i) Members made enquiries regarding which department the TD should have to consult with about the feasibility of installing fans, whether it was possible to increase the number of seats, whether KMB could install additional fans with existing resources, and how long the HyD would need to complete the study.
- (ii) It was suggested that government departments should list the suggestions that required time for study and the reasons making certain suggestions impracticable, so that Members were informed and able to assist in solving the problems together.
- (iii) It was suggested that the TD rearrange the passenger waiting platforms at the TMRBBI by relocating the waiting areas for bus routes with higher passenger flow, such as Route 260X, to the back end to avoid affecting passengers' waiting experience. In addition, it was recommended that the Department, along with Members of the TTC, conduct a site inspection at the TMRBBI to discuss the work for optimisation.
- (iv) It was noted that during peak hours, the passenger flow at the TMRBBI was so heavy that passengers might not be able to clearly notice the direction signs on the ground, and it was suggested that the TD should promptly implement measures to make signage more clear at the TMRBBI. In addition, it was recommended that the Department increase the length of leaning rails to provide resting space for passengers.
- (v) It is believed that providing more precise bus route information for interchange, replacing and adding fans, and installing seats could be directly followed up by bus companies. As for the other suggestions, the Department could conduct study before deciding how to proceed.

71. Mr Eric SIN of the TD stated that the Department needed to review the feasibility of installing fans with the HyD, other relevant departments, and bus companies. Also, the Department noted Members' suggestions to upgrade passenger facilities, including extending the queue lines and adding seats, railings and fans, and would follow up on and study these suggestions with bus companies. In addition, he welcomed the opportunity to conduct a site inspection at the TMRBBI with Members.



72. Ms Wendy TANG of the HyD noted Members' suggestions regarding the design of the bus shelter and addition of rain shields at the TMRBBI. The Department would conduct further research and participate in a site inspection.

73. Mr Leo CHAU of KMB stated that, with the consent from the TD or relevant departments, KMB, subject to available resources, would study the possibility of installing fans under the bus shelter. In addition, he mentioned that KMB welcomed the suggestion of conducting a site inspection.

74. Mr Clarence CHAN of Citybus stated that Citybus had fewer routes serving the Tuen Mun District in the early years, and space reserved for Citybus routes at the TMRBBI was also limited. Years ago, Citybus self-funded the construction of some wind panels, leaning rails, seats and railings, and in recent years, Citybus had also added seats to two passenger waiting platforms. He further stated that Citybus was willing to study the suggestions made by Members.

***Improvements Works on Lung Fu Road, Wong Chu Road and Hoi Wing Road***

75. Mr Alex PONG of the TD stated that for the widening of Lung Fu Road and Hoi Wing Road, the HyD commenced an investigation study for extension works to major roads in Tuen Mun in September 2021, assessing the impacts on various aspects, including environment and traffic. Detailed design work began at the end of November 2023, and the gazettal of the works was completed in accordance with Cap. 370 Roads (Works, Use and Compensation) Ordinance in March 2024. The Government was currently reviewing the arrangements for advancing the project. After the detailed design work was completed, the HyD would apply for funding to the Finance Committee of LegCo in a timely manner according to the established procedures for public works, to commence the construction works.

76. In respect of the suggestion to increase speed limit, Mr Alex PONG of the TD stated that since the commissioning of the Tuen Mun – Chek Lap Kok Link, the TD had received multiple suggestions from the Police Force, Members, and citizens to review and impose a consistent speed limit of 50 kilometres per hour on Wong Chu Road and Lung Fu Road westbound in order to reduce the frequency of speed changes, thereby decreasing the likelihood and severity of accidents. Consequently, the Department conducted a speed limit review and local consultation for these road sections in 2021, and based on the findings, a speed limit of 50 kilometres per hour was imposed, starting from 1 January 2022. Records indicated that the number of traffic accidents had decreased after imposing the speed limit, reflecting the effectiveness of speed restrictions in enhancing road safety. Therefore, the Department currently had no plans to increase the speed limit again but would closely monitor the traffic situation on the aforementioned roads and have a review in due course.

77. In respect of the suggestion for a flyover, Mr Alex PONG of the TD stated that the Government was advancing a series of transportation infrastructure projects, including the Tuen Mun Bypass. The Tuen Mun Bypass, primarily in the form of a tunnel, connected Tuen Mun Area 40 with Yuen Long and the northwest New Territories, allowing vehicles to travel directly from Tuen Mun to Yuen Long and the northwest New Territories without having to detour via Lung Fu Road, which would help to divert traffic from related roads and alleviate traffic load in the district.

78. In respect of the suggestion to remove the traffic lights at Lung Fu Road Roundabout, Mr Alex PONG of the TD stated that the traffic lights were added on 8 October 2023, while the main sections of Lung Fu Road Roundabout were widened, increasing from two to three lanes. This allowed vehicles to enter and exit the roundabout more orderly and increased the roundabout's capacity. He continued that the Department would adjust the timing of the traffic light signals according to actual traffic conditions to accommodate varying vehicular flow patterns during different periods. Currently, the operation of the roundabout was generally normal, and the Department would continue to monitor traffic changes and make adjustments as needed.

79. In respect of the suggestion to restrict the use of large vehicles during peak hours, Mr Alex PONG of the TD stated that during the peak hours between 7:30 a.m. to 9:00 a.m., there were approximately 1 400 vehicles per hour on the relevant road sections, of which 520 were heavy vehicles. Implementing such restriction could potentially affect the operations of freight transport industry and might also impact local environment. Therefore, the Department was not considering the aforementioned suggestion at the moment but would continue to monitor the traffic conditions at the road sections and plan to implement appropriate traffic measures.

80. Members expressed different opinions and enquiries regarding the response from the representative of the TD, summarised as follows:

- (i) Members stated that traffic congestion often occurred on Wong Chu Road towards Tuen Mun Road and requested the TD to propose alternative solutions.
- (ii) Members enquired about the reduction in the number of traffic accidents after the TD adjusted the speed limit to 50 kilometres per hour.
- (iii) It was pointed out that the Long Fu Road Roundabout could not accommodate too many heavy vehicles, and the regulation that granted the right of way to vehicles on the roundabout even if a green light was on could also lead to misunderstandings among drivers, making the location prone to traffic accidents.

- (iv) It was suggested to maintain a speed limit of 50 kilometres per hour on the hazardous sections of the road, while increasing the speed limit to 70 kilometres per hour on other sections. In addition, enquiries were made about the number of traffic accidents before and after the implementation of traffic lights, and it was mentioned that the Department should consider removing the traffic lights if there was no significant change.
- (v) It was suggested that the TD consider cancelling the speed limit of 50 kilometres per hour, and installing signs to remind drivers to drive carefully, or implementing other solutions instead. Also, it was suggested to move the position of the traffic lights at the roundabout further back to reduce the stress on drivers.

81. Mr Eron CHAN, Assistant District Officer (Tuen Mun) 2, hoped that through this meeting, Members could understand the difficulties and considerations faced by the department, as well as which issues should be prioritised or postponed. This would help determine which suggestions could be implemented in the short term or required long-term follow-up. For example, Members should note the department's response concerning limited available land and low possibility of adding new restaurants, and have a discussion in order to decide whether to follow up or push for implementation; whereas for signage, fans, seats, and railings, the department or bus companies could coordinate and follow up as soon as possible. He further stated that the traffic issues in Tuen Mun had been troubling for many years and were difficult to resolve in a single meeting. The Tuen Mun District Office would coordinate with relevant departments, in view of their responses and the opinions of Members, to clarify which suggestions could be prioritised and which required further discussion. Those departments would then respond to Members after exploring the feasibility and timing.

82. The Chairman concluded by requesting the Secretariat to arrange a site inspection to the TMRBBI, and the TTC would continue the discussion on this issue in the next meeting.

[Post-meeting note: The site inspection was conducted on 14 May 2024.]

[The Chairman requested the Vice Chairman to preside over the meeting.]

**(D) Reducing Traffic Pressure on Castle Peak Road**

- (i) Suggestions for Relieving Traffic Congestion on Castle Peak Road - Connecting the Roads in Sam Shing and So Kwun Wat  
(TTC Paper No. 9/2024)  
(Written Response from the Transport Department)**
- (ii) Suggestions for Studying and Optimising Traffic Control Measures Implemented on Saturday Mornings at the Junction of Castle Peak Road and**

**Tuen Mun Road Southbound (near the Tuen Mun Road Bus-Bus Interchange)****(TTC Paper No. 10/2024)**

83. The Vice Chairman stated that since the contents of the TTC Paper Nos. 9 and 10/2024 were related, to ensure the efficiency of the meeting, he would merge and discuss the two papers together.

84. The proposers of the TTC Paper No. 9/2024 made the following supplementary comments and enquiries:

- (i) Members enquired about the construction timeline for the car park near Sam Shing Street, as it affected the construction of the cycling entry/exit hub at Hoi Wah Road by the Civil Engineering and Development Department (CEDD) and the construction of the park on the rooftop of the car park by the Leisure and Cultural Services Department. In addition, it was mentioned that the widening of Castle Peak Road from two lanes to four would likely optimise the left-turn route, yet buses would still face difficulties turning right onto Castle Peak Road. Furthermore, once the car park was completed, cyclists would need to push or ride their bicycles onto the carriageway to reach the entry/exit hub, which Members considered undesirable. Therefore, it was suggested that the Department reclaim the vacant land near Sam Shing Street and Hoi Wah Road, rezone these two lands to “Road”, and add a cycle track alongside to alleviate congestion on Castle Peak Road.
- (ii) It was pointed out that the section of Castle Peak Road at Hong Kong Gold Coast towards So Kwun Wat Interchange often experienced congestion due to heavy traffic flow to Tuen Mun, making it difficult for vehicles to turn onto So Kwun Wat Road. In the event of a traffic accident at the interchange, it would become even more challenging for residents in the So Kwun Wat area to reach Tuen Mun town centre or urban areas. In addition, it was mentioned that travelling from So Kwun Wat via Castle Peak Road to the TMRBBI took about ten minutes even when the traffic was smooth. However, travelling from So Kwun Wat through Siu Lam and Castle Peak Road to the TMRBBI took only five minutes. Given that the Outline Zoning Plan by the Town Planning Board (TPB) already included the road from So Kwun Wat to Siu Lam, it was suggested that the TD consider a road connecting So Kwun Wat Road and Siu Lam Kwun Fat Street.

85. Mr Louis HON of the TD responded that the relevant departments were currently conducting preliminary planning and initial design work for the car park and recreational facilities, and would apply for approval from the TPB and consult with the TMDC in due course. He further stated that the main congestion point on Sam Shing Street was near the exit to Castle Peak Road, specifically near the bus stop at Handord Garden. The HyD was currently undertaking a widening project for Castle Peak Road, including

widening that intersection and converting it to be controlled by traffic lights. Once the project was completed this year, the Castle Peak Road - Castle Peak Bay would be widened to a dual two-lane carriageway, significantly improving the traffic conditions at the intersection. Regarding the suggestion to connect Sam Shing Street and Hoi Wah Road, he stated that the narrowest bottleneck between Sam Shing Street and Hoi Wah Road was only about 20-metre wide, while a standard road required more than ten metres. Therefore, the proposed road could severely reduce the space for the development of the proposed car park and recreational facilities. In addition, Sam Shing Street had a limited vehicle capacity and housed seafood restaurants and markets, with frequent loading/unloading of goods and boarding/alighting of passengers. Connecting Sam Shing Street with Hoi Wah Road could attract additional traffic to Sam Shing Street, thus increasing its traffic load. As for the suggestion to connect So Kwun Wat Road and Siu Lam Kwun Fat Street, he stated that the Planning Department's Outline Zoning Plan did not involve connection to Kwun Fat Street, and the area between So Kwun Wat Road and Siu Lam Kwun Fat Street remained a designated green belt. The details of the planning should be enquired from relevant departments. The access road west of Kwun Fat Street shown on map was mainly for the convenience of the Water Supplies Department's contractors working at the So Kwun Wat Service Reservoir and it was not a standard public road. He continued that establishing a standard road connecting So Kwun Wat Road and Kwun Fat Street would require extensive land levelling and slope stabilisation works, involving complex technical issues. Considering that So Kwun Wat Road was a dual two-lane carriageway that could accommodate the traffic needs arising from current and future development projects, he believed that the traffic near So Kwun Wat Road on Castle Peak Road would also improve once the Castle Peak Road widening project was completed.

86. Members expressed the following opinions and enquiries regarding the response from the representative of the TD:

- (i) Members asked the TD about the estimated construction time for the car park near Sam Shing Street, and indicated that there was a "stop and give way" junction next to the intersection on Castle Peak Road where traffic lights soon to be installed, with a bus stop on the left, where congestion would occur when buses moved off while the red light was on.
- (ii) It was indicated that the public transport interchange at Handord Garden presented certain difficulties for vehicles entering and exiting. As the traffic volume on Castle Peak Road increased, the proposal to connect Sam Shing Street and Hoi Wah Road should not be understood as attracting traffic, but rather as helping to divert and alleviate the traffic flow on Sam Shing Street and Castle Peak Road.
- (iii) It was stated that the land planning for Sam Shing Street had been ongoing for four years, and the TD should promptly provide a report and a specific plan. It was

suggested that the proposal to connect So Kwun Wat Road and Siu Lam Kwun Fat Street should be handed over to the CEDD and Planning Department for assistance and follow-up.

87. Mr Eron CHAN, the Assistant District Officer (Tuen Mun) 2, stated that he would follow up with relevant departments.

88. Mr Louis HON of the TD stated that the Department would promptly contact relevant teams to discuss the timetable for the land planning of Sam Shing Street and then provide relevant information to Members.

89. The proposer of the paper and Members made further comments and enquiries regarding the TTC Paper No. 10/2024, summarised as follows:

- (i) It was reported that there was no traffic congestion at the TMRBBI on Saturday mornings, while the traffic control measures only targeted the morning session on Saturday, not including Monday to Friday. It was recommended that the TD collect data before deciding on an optimisation plan.
- (ii) Members reflected the views of some citizens who disagreed with the removal of the bus lane on Saturday. They believed that the bus companies could provide more data on the bus lane, and the TD could widely gather opinions from residents of different areas within the district.
- (iii) It was stated that the bus lane should be retained on weekdays. As Saturday mornings would not be the busy hours, it was suggested that the TD compare the traffic volume changes on Tuen Mun Road between weekdays and Saturday mornings from 7:30 a.m. to 9:00 a.m. before considering the suggestion.

90. Mr Louis HON of the TD stated that the Department agreed to collect data on the traffic on Tuen Mun Road towards Kowloon on Saturday during the operation of the bus lane, with an aim of reviewing it under the premise of ensuring smooth bus services.

91. A Member enquired about the expected completion date of the traffic survey for the operation of the bus lane by the TD.

92. Mr Louis HON of the TD stated that the traffic survey for the operation of the bus lane was expected to take two to three months, after which the results would be reported to Members.

93. The Vice Chairman concluded by asking the TD to consider Members' opinions.

[The Chairman resumed chairing the meeting at this moment.]

(E) **Improvement Works on Fuk Hang Tsuen Road and the nearby Pedestrian Crossings**

(TTC Paper No. 11/2024)

(Written Response from the Transport Department)

94. The first proposer of the paper suggested that the TD add signs, such as signs indicating drivers to slow down, at conspicuous locations along Fuk Hang Tsuen Road and pedestrian crossings.

95. Mr CHAN Li-san of the TD stated that the HyD was undertaking the road widening works on Fuk Hang Tsuen Road and had implemented temporary traffic arrangements. The TD would also regularly discuss the temporary traffic arrangements for the construction site with the Police, the HyD, and the contractor's representatives. Meanwhile, the Department would reflect Members' opinions on the temporary traffic arrangements to the HyD and the contractor.

96. A Member suggested that the Department install pedestrian signals and flashing arrow signs at the intersection to alert pedestrians to be cautious of vehicles, in order to prevent accidents.

97. The Chairman concluded by requesting the Secretariat to arrange a site inspection, and the TTC would continue discussing this issue at the next meeting.

[Post-meeting note: The site inspection was conducted on 14 May 2024.]

(F) **Widening of the Traffic Light Junction of Ng Lau Road and Castle Peak Road (near the Caltex Service Station) in Lam Tei**

(TTC Paper No. 12/2024)

98. The Chairman concluded by requesting the Secretariat to arrange a site inspection, and the TTC would continue discussing this issue at the next meeting.

[Post-meeting note: The site inspection was conducted on 14 May 2024.]

V. **Items for Information**

(A) **Report by the Highways Department**

(TTC Paper No. 13/2024)

99. Members noted the captioned report.

(B) **Report by the Hong Kong Police Force**

(TTC Paper No. 14/2024)

100. Members noted the captioned report.

**VI. Any Other Business**

101. A Member asked why there was no report from the TD this time, and the Secretary replied that it was a new arrangement under the current-term TMDC through which supplementary information would be provided to Members after the meeting.

[Post-meeting note: According to the new arrangement under the current-term TMDC, information provided under Items for Information to the TMDC or its committees was generally distributed to Members or Members of relevant committees for reference every six months.]

102. There being no other business, the Chairman announced the meeting closed at 6:38 p.m. The next meeting would be held on 13 June 2024 (Thursday) at 2:30 p.m.

Tuen Mun District Council Secretariat

Date: May 2024

File Ref: HAD TMDC/13/25/TTC/24