The minutes were confirmed on 19.1.2023 without amendment.

Minutes of the Fifth Meeting of
Traffic and Transport Committee
under Yuen Long District Council in 2022

Date: 17 November 2022 (Thursday)
Time: 2:30 p.m. – 3:40 p.m.
Venue: Conference Room, Yuen Long District Council, 13/F., Yuen Long Government Offices, 2 Kiu Lok Square, Yuen Long

Present		Time of Arrival	Time of Withdrawal
Chairman:	Mr CHING Chan-ming	(Beginning of the meeting)	(End of the meeting)
Vice Chairman:	Mr LAI Wing-tim	(Beginning of the meeting)	(End of the meeting)
Members:	Mr MAN Fu-wan, BBS	(3:15 p.m.)	(End of the meeting)
	Mr TANG Che-keung	(Beginning of the meeting)	(End of the meeting)
	Mr TANG Ho-nin, MH	(Beginning of the meeting)	(End of the meeting)
	Mr TANG Ka-leung, MH	(Beginning of the meeting)	(End of the meeting)
	Mr TANG Sui-man	(Beginning of the meeting)	(End of the meeting)

Secretary:	Miss TANG Hei-lam, Sophia	Executive Officer (District Council) 2, Yuen Long District Office

In attendance

Mr CHAN Chun-kit, Luke	Assistant District Officer (Yuen Long) 2
Miss SIU Ka-yan, Catherine	Senior Transport Officer/Yuen Long 1, Transport Department
Ms CHUNG Man, Emily	Senior Transport Officer/Yuen Long 2, Transport Department
Miss FOK Sze-man, Grace	Engineer/Yuen Long South and Yuen Long Central, Transport Department
Mr CAI Hao, Phil	Engineer/Yuen Long East, Transport Department
Mr MA Yik-kau, Victor	Engineer/Yuen Long West and Yuen Long Central, Transport Department
Mr WONG Kin-chun, Kinox	Engineer/Boundary, Transport Department
Ms LI Ping	Engineer/Special Duties 2, Transport Department
Mr WONG Tik-wai	Engineer/Special Duties 5, Transport Department
Ms TAM King-chi, Christine	District Engineer/Yuen Long(East), Highways Department
Mr CHAN Chi-kwong	District Engineer/Yuen Long(West), Highways Department
Mr LEUNG Wai-yip	Officer-in-charge, District Traffic Team (Yuen Long), Hong Kong Police Force

Mr YEUNG Wai-ting (transliteration)	Acting Officer-in-charge, Special Duties Squad (Yuen Long), Hong Kong Police Force
Mr TO Kai-cho, Joe	Engineer/16 (West), Civil Engineering and Development Department
Mr CHU Lap-hung	Administrative Assistant/Lands (District Lands Office, Yuen Long)
Ms FAN Yee-lok, Pamela	Housing Manager (Yuen Long 5), Housing Department

Item III

Mr TO Chi-keung, Gary	Senior Transport Officer/(West Region), Transport Department
Ms Jennifer HO	Assistant External Affairs Manager, MTR Corporation Limited
Mr HO Chung-hei (transliteration)	Assets Replacement Manager (Tracks), MTR Corporation Limited
Mr SIU Wai-nok (transliteration)	Light Rail Operations Manager, MTR Corporation Limited

Item IV(3)

Ms Jennifer HO	Assistant External Affairs Manager, MTR Corporation Limited

Item IV(4)

Mr CHIU Chi-yiu	Maintenance Engineer/Yuen Long (East), Highways Department

Absence	Mr MAN Mei-kwai, Jimmy	(Absent due to sickness)
	Mr SHUM Ho-kit, BBS, JP	(Absent with apologies)
	Mr TANG Lai-tung	(Absent with apologies)
	Mr TANG Yung-yiu, Ronnie	(Absent with apologies)

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Opening Remarks

The Chairman welcomed Members and government department representatives to the fifth meeting of the Traffic and Transport Committee ("T&TC") under the Yuen Long District Council ("YLDC") in 2022.

2. The Chairman welcomed Mr LEUNG Wai-yip, who succeeded Mr LEUNG Kei-ching as the Officer-in-charge, District Traffic Team (Yuen Long) of the Hong Kong Police Force. Also, Mr LAM Chi-sing who would succeed Ms CHAN Sin-hang, Michelle, as Engineer/Special Duties 1 of the Transport Department ("TD") was unable to attend the meeting due to other commitments. On behalf of the T&TC, the Chairman thanked Mr LEUNG Kei-ching and Ms Michelle CHAN for their assistance rendered to the T&TC in the past.

3. The Chairman said Mr SHUM Ho-kit, BBS, JP, Mr TANG Lai-tung and Mr Ronnie TANG were absent with apologies, and Mr Jimmy MAN was absent due to sickness. Pursuant to "YLDC Standing Orders 34(5) and 51(1), a Member might apply to the District Council ("DC") for absence from a meeting on the grounds of sickness, and the DC should decide at the commencement of the meeting whether consent should be given to the absence. The Chairman invited Members to decide whether to consent to the absence of Mr Jimmy MAN.

4. There being no objection from Members, the Chairman announced that the application for leave of absence by Mr Jimmy MAN was endorsed.

Item I: Adoption of the agenda

5. The Chairman announced that the agenda of this meeting was confirmed.

Item II: Confirmation of minutes of the fourth meeting in 2022

6. Members confirmed the above minutes unanimously.

Item III: Track renewal works at the junction of Tin Wing Road and Tin Shing Road (T&TC Paper No. 42/2022)

7. The Chairman welcomed the following persons to the meeting:

TD

Senior Transport Officer/Railway (West Region)	Mr Gary TO

MTR Corporation Limited ("MTRCL")

Assistant External Affairs Manager	Ms Jennifer HO
Assets Replacement Manager (Tracks)	Mr HO Chung-hei
Light Rail Operations Manager	Mr SIU Wai-nok

8. Mr HO Chung-hei and Mr SIU Wai-nok of the MTRCL briefed Members on the paper.

9. Members' views on the issue were summarised as follows:

(1) A Member said the MTRCL had earlier sought views from Members on the project. Having considered the proposal submitted to the T&TC this time a significant improvement, the Member expressed support for the project; and

(2) A Member looked forward to early completion of the works. The MTRCL was asked to take heed of pedestrian safety when providing temporary crossing facilities during the works period and remove any debris from the road surfaces after completion.

10. A consolidated reply provided by Mr HO Chung-hei, Mr SIU Wai-nok and Ms Jennifer HO of the MTRCL was as follows:

(1) In accordance with requirements of the Environmental Protection Department, the

MTRCL would minimise the amount of debris generated during the works period as far as practicable, provide vacuum cleaners if boring works were required and clean up road surfaces after completion to avoid accidents caused by debris and waste on roads;

(2) The MTRCL was confident that it could complete the works and subsequent clean-up satisfactorily with its solid experience in maintenance of light rail crossings. Members who had further enquiries were welcome to contact the MTRCL representatives after the meeting; and

(3) Members' support for the project was appreciated. Railway safety was the priority concern of the MTRCL. The MTRCL would commence the works as early as possible and make its best endeavour to shorten the works period and ensure the Light Rail would resume service on the day following the date of completion. Members would be furnished with a definite project timetable once available.

11. In conclusion, the Chairman said the T&TC had conveyed its views on the project to the MTRCL before the meeting and Members were in support of the project as the MTRCL had taken appropriate follow-up action in response to their suggestions. It was hoped that the MTRCL could complete the works as early as possible.

Item IV: Questions raised by Members:

(1) Mr SHUM Ho-kit proposed a discussion on "Request for improving ancillary transport facilities in the district"
(T&TC Paper No. 48/2022)

12. Members' views and enquiries were summarised as follows:

(1) A Member said access roads to Yuen Long Town were currently much congested by vehicles coming from all directions. It would encourage more vehicles to make a U-turn at the junction of Castle Peak Road - Tam Mi (Northbound) and San Tam Road if the "No U-turn" restriction there was lifted. He was concerned about the aggravation of traffic congestion should more "No U-turn" restrictions be lifted by the TD in future. He would be against the proposal if the TD failed to provide a justification for implementing the proposal;

(2) A Member said in the past when traffic improvement proposals such as traffic diversion or traffic light installation were submitted, the TD would prepare site plans and discuss details of the proposals with relevant DC members, who would generally support works beneficial to the public. In the proposal, there was only a short description in words but no site plan to specify the location where the "No U-turn" restriction would be lifted. It was believed that relevant DC members who were more familiar with the local traffic environment could offer constructive views to the TD's proposal. The TD was advised to provide DC members with detailed site plans before carrying out any traffic improvement projects in future so that DC members could provide their inputs and help explain to the public what the projects would be like after completion; and

(3) A Member said the Civil Engineering and Development Department ("CEDD"), despite its primary responsibilities being land formation and infrastructure construction, should also take into account the impact on existing traffic when implementing temporary traffic diversion measures. Take Kam Tin South Development for instance, the vehicular access of its site formation works was located where the traffic lights were, thus causing inconvenience to nearby residents. However, the CEDD dismissed public objections on the grounds that the location of vehicular access had been approved by the TD. It was hoped that the TD could examine carefully each proposal submitted by the CEDD and consider its possible impact on local residents.

13. A consolidated reply provided by Mr Phil CAI of the TD was as follows:

(1) The place where the "No U-turn" restriction would be lifted was located at the junction of Castle Peak Road - Tam Mi (Northbound) and San Tam Road outside Park Yoho. At present, all vehicles were not allowed to make a U-turn there and motorists could only make a right turn to Park Yoho. To allow U-turn for small vehicles like private cars and minibuses, the TD was going to make slight adjustments to the traffic restrictions there. Having assessed the existing traffic conditions, the TD believed that the adjustments would not cause significant impact on the traffic flow; and

(2) Site visits with relevant Rural Committee ("RC") members and DC members could be arranged after the meeting where necessary.

14. In conclusion, the Chairman asked the TD to work with relevant RC Chairmen and DC members on the "U-turn" proposal. The TD was also advised to maintain good communication with relevant RCs and DC members for a consensus when carrying out any traffic improvement projects in the district.

(2) Mr MAN Fu-wan proposed a discussion on "Traffic impact assessments for residential development sites around Fairview Roundabout" (T&TC Paper No. 49/2022)

15. In conclusion, the Chairman said Members had noted the TD's written reply. He said the Planning Department ("PlanD") had commissioned a consultancy firm to design the development project, but the PlanD had not consulted the local communities prior to implementation of the project, resulting in widespread discontent in the local communities about the traffic arrangements when the project was implemented. In view of several major development projects to be commenced in Yuen Long, it was hoped that the Government could take the opportunity to drastically improve the traffic environment in Yuen Long, and the TD was advised to make a comprehensive assessment of ancillary transport facilities nearby and seek views from Members before pursuing a development plan.

(3) Mr LAI Wing-tim proposed a discussion on "Concern over the crowdedness of Kam Sheung Road Station on MTR Tuen Ma Line during peak hours" (T&TC Paper No. 50/2022)

16. Members' views on the issue were summarised as follows:

(1) A Member said Kam Sheung Road ("KSR") Station was the last station on MTR Tuen Ma Line ("TML") to board an urban-bound train from Yuen Long District. According to information available online, the train frequency of the TML could be up to 2.7 minutes during peak hours. While the Government had all along been encouraging the public to use railway services, the patronage between Tuen Mun Station and KSR Station had already exceeded the limit. Many passengers were dissatisfied with having to wait for two to three trains during morning peak hours before they could get on board at KSR Station for urban areas. Some even expressed difficulties boarding at Tin Shui Wai ("TSW") Station;

(2) A Member said he and the MTRCL representatives had inspected the peak-hour situation on train platforms from the MTR Kam Tin Building on 14 November 2022. At present, passengers mainly used Exit C for access to KSR Station after they alighted from buses from Kam Tin and Pat Heung, resulting in a much heavier passenger flow at the front-end of train platform near Exit C. Even the MTRCL had arranged "bullet train" departures from TSW Station, only those at TSW Station managed to get on board, and diverting the passenger flow to the back-end of train platform would be of little help in easing the crowdedness at the front-end of train platform. The Member considered the construction time of the Northern Link too long that it would not be completed until 2036. He hoped the construction could be expedited so as to tackle the problem at root with an improved railway network;

(3) Noting that the Northern Link would be an underground rail line, a Member proposed that KSR Station be provided with an additional platform after extension to connect with the Northern Link. The MTRCL representatives at the meeting were asked to engage in more communication with their works department on the extension works and create more space to cope with the surge in patronage in future by improving the station design;

(4) A Member said there would be a population intake of about 6 000 in Pok Oi Kong Ha Wai Village at Pat Heung, while the transitional housing projects delivered by the New Territories Association of Societies would be home to around 3 000 people. All the new population intakes would have to rely on KSR Station to meet their traffic needs. He wished to see some forward planning from the MTRCL in response to the traffic impact of new population intakes on KSR;

(5) In view of the future addition of Hung Shui Kiu Station to the TML, the population intake of 50 000 to 60 000 arising from the completed public housing developments at Tsz Tin Tsuen as well as a number of transitional housing projects planned for several other places, a Member expected to see a new population of some 100 000 people from future developments in Hung Shui Kiu and cast doubt on the future carrying capacity of the TML. It was hoped that the MTRCL could

speed up its study on transport services improvement projects, such as the addition of a circular line connecting Tuen Mun and Tsuen Wan to ease pressure on the transport system between Tuen Mun and Yuen Long;

(6) A Member said the Development Bureau had been refusing to add train cars to the TML on the grounds of lack of platform space at Austin Station. In view of adequate reserves maintained by the Government, he suggested considering the feasibility of funding the redevelopment of Austin Station for extension of platform space or deploying some 12-car trains to operate without stopping at Austin Station, lest other stations with adequate platform spaces be underutilised. Should the number of train cars remain unchanged, the train service would not be able to meet the additional demand from new population even if the train frequency was further increased; and

(7) A Member said the MTRCL representatives had previously undertaken to upgrade the signalling system upon commissioning of the TML to achieve a train frequency as high as 40-odd trains per hour. However, the existing train frequency fell short of the expectation.

17. A consolidated reply provided by Ms Jennifer HO of the MTRCL was as follows:

(1) KSR Station Exit C was close to a public transport interchange where many passengers interchanging from buses or minibuses would alight, access the station via Exit C and use the nearest escalator to reach the Wu Kai Sha-bound platform between the first and third train compartments. Platform Assistants had been deployed to divert passenger flow to the back end of train platform for easier boarding. The MTRCL would continue to strengthen its publicity efforts and encourage the public to change their travelling patterns;

(2) The MTRCL had been devoting substantial resources in train deployment. For instance, special "bullet trains" were arranged to depart from TSW Station during peak hours, so as to carry the bulk of passengers waiting at busy stations to urban areas, thus effectively easing the crowdedness at KSR Station;

(3) The existing station platforms of the TML would not be used to serve the additional station built at KSR Station to the Northern Link. The two stations would be connected by an underpass or a footbridge. The MTRCL would continue to discuss demographic changes and examine how to divert future passenger flow with the Government; and

(4) The MTRCL would be working in tandem with the Government on new railway projects by examining how to upgrade the signalling system and discussing how to improve the entire Western railway network.

18. In conclusion, the Chairman hoped the MTRCL would note Members' views and adopt a flexible approach to address the current overloading problem of the TML.

(4) Mr LAI Wing-tim proposed a discussion on "Concern over the quality of works conducted by contractors of the Highways Department in respect of a serious problem found in the anti-skid road resurfacing works of a road bend at Ching Tam Road, Yuen Kong Tsuen, Kam Sheung Road, Pat Heung" (T&TC Paper No. 51/2022)

19. The Chairman welcomed the following person to the meeting:

Highways Department ("HyD")
Maintenance Engineer/Yuen Long (East) Mr CHIU Chi-yiu

20. Members' views were summarised as follows:

(1) A Member pointed out that the works in question were resumed in February this year after being suspended for almost a year due to complaints by residents of a nearby housing estate about carrying out of the works during night time. The Member said the HyD should seize the opportunity and complete the works at high standards as a lot of time had been spent on communication with all parties concerned before the works could be carried out;

(2) A Member said that he had lobbied with the village head of Yuen Kong Tsuen the representatives of nearby warehousing facilities for their agreement that the works could be carried out on Sundays. Besides, a report was received on Sunday about the serious traffic congestion caused by the road works at the location concerned, but a written reply of the HyD said otherwise and denied that any road works had taken place on Sundays;

(3) A Member said that the road bend concerned used to have a concrete surface but was paved with anti-skid dressing material two decades ago after a major incident. As the newly paved anti-skid dressing was flimsy, the Member enquired of the HyD about the thickness standards for anti-skid dressing material, whether works carried out by the contractor satisfied the HyD requirements, and how the HyD could ensure that the anti-skid dressing works were up to standard. The Member added that it would be difficult for the HyD to account for itself to the public in case the use of poor-quality anti-skid dressing material resulted in an incident; and

(4) A Member said that he had conducted a site inspection with Mr CHIU Chi-yiu of the HyD, and clarified that he had made no request for conducting the anti-skid road surfacing works during daytime. He just relayed villagers' complaint to the HyD about noise nuisances caused by night-time works. He suggested the anti-skid road surfacing works be conducted on weekends, but a warehouse representative raised strong objection on the grounds of heavy freight traffic. He was neutral as to whether the works would take place during the day or at night, as long as impacts on local residents were minimised.

21. A consolidated reply provided by Mr CHIU Chi-yiu of the HyD was as follows:

(1) He thanked the Member who conducted a site inspection with the HyD representative on Wednesday, saying that the anti-skid surfacing works were

carried out at night on 5 February and 6 February this year respectively. He checked the records for a complaint mentioned by the Member about the works carried out during daytime, finding that the TD had informed the HyD of a report on 4 January and 8 January respectively about the abrupt cancellation of some green minibus and other public transport services on the aforesaid dates. No works had been conducted by the HyD on 4 January. He said that emergency repair works for a concrete road on the Tai Po-bound traffic lane at Yuen Kong Tsuen on 8 January might have caused minor traffic congestion, but were not the anti-skid road surfacing works in question;

(2) He said that the HyD had arranged on-site supervisors to oversee the works conducted by the contractor at night on 5 February and 6 February 2022 respectively. He said that the contractor had to completely remove the existing anti-skid dressing material before laying new anti-skid dressing material to comply with the HyD specifications. He compared this to interior renovation works where the old plaster had to be removed before re-plastering. The works started as early as 2021 and were suspended after stakeholders reported to the Police about noise nuisances caused by the use of percussive breakers to remove the existing non-skid dressing material. A more advanced method was adopted to remove the existing anti-skid dressing material by planers when the works were resumed in February this year. However, the use of planers involved work procedures that might leave road surface too moist and lead to poor adhesion of the newly applied epoxy adhesive. After a review of the works, the HyD considered that the contractor should completely dry out the road surface at the location ready for remedial works in the future before anti-skid road surfacing works were carried out there; and

(3) The HyD was planning to perform the remaining works during daytime, lest night-time works would cause noise nuisance to villagers in the neighbourhood. However, the HyD would still have to take into account other factors, such as traffic conditions and the opinions of stakeholders of nearby warehouses, before proceeding to discuss further with relevant Members, the TD, bus companies, the Police Force and other stakeholders how remedial works should be carried out.

22. The Chairman concluded that he would request the HyD to revise the content of the aforesaid paper to accurately express Members' opinions. Besides, the contractor should properly address the problem of wet road surface before resuming the works. He called on the government departments to take stringent follow-up actions on substandard works performed by contractors.

(Post-meeting note: The HyD revised the written reply on the aforesaid issue, which was forwarded by the Secretariat to Members for their reference on 28 November 2022.)

(5) Mr LAI Wing-tim proposed a discussion on "Concern over the peak hour congestion of Kam Ho Road, Kam Tin Road and nearby roads being exacerbated by closure of the 'Kam Ho Road Roundabout near MTR Kam Tin Building' by relevant government departments"
(T&TC Paper No. 52/2022)

23. Members' views were summarised as follows:

(1) A Member said that the car park at Grand Mayfair used to be a public transport interchange, which was relocated to the existing location of the public toilet after completion of the residential property project. He said that the TD did not favour the suggestion by a rural representative to provide a layby at the roundabout at Tung Wui Road for villagers to bypass the administration building before alighting from their vehicle;

(2) It had been more difficult for residents to find a temporary parking space since the closure of the area near a drain alongside the MTR KSR Station for development of transitional housing;

(3) A Member said that vehicles had to enter Kam Tin Road before heading for the administration building after closure of the roundabout near MTR Kam Tin Building, thereby accelerating vehicular traffic flows on Kam Tin Road. He said that users of Kam Tin Road, such as residents of Riva and Park Yoho, had to drive along Tung Wui Road before entering Kam Tin Road. On the other hand, there would be more traffic flow of vehicles on Tung Wui Road after closure of the northbound lane of the road for land formation by the CEDD, where traffic flow was set to increase due to the rapid population growth of the area. Although the CEDD was rolling out many plans to improve transport and ancillary facilities in the area, he considered that it was putting a cart before the horse to close the roundabout when the facilities were not yet in place;

(4) A Member said that he barely understood the TD's rationale behind the closure of the roundabout near the administration building to address the heavy traffic. He expected this to drive large numbers of vehicles into the roundabout beside Kam Tin Mung Yeung Public School ("Mung Yeung School"), which might pose danger or risk;

(5) A Member said that he had communicated with a representative of Sino Group, the developer of Grand Mayfair, and quoted him as saying that vehicular traffic flow might increase due to the closure of the roundabout near the MTR Kam Tin Building, causing inconvenience for vehicles travelling in and around the construction site;

(6) It would take only two minutes to drive into the administration building via the existing Tung Wui Road during peak hours but at least 10 minutes to route via the roundabout beside Mung Yeung School, where people could put themselves in danger if they alighted from their vehicle at a non-vehicle parking area for the sake of convenience;

(7) A Member said that the vehicular green time of traffic lights at the junction of Kam Sheung Road and Tung Wui Road were only sufficient for two vehicles passing by. He suggested that the TD adjust traffic light signals in light of the increased traffic flow; and

(8) A Member said that the road widening works at KSR Station in the direction of Mung Yeung School had not yet been completed after more than three years. The works site was overgrown with weeds and the machinery started to rust, but the CEDD had never assigned any representative to T&TC meetings to update Members on the works progress. He said that Members supported the CEDD works, and hoped that the works would not be delayed for several years. He said that a CEDD representative had informed the RC that the works would be completed within two months i.e. by the end of 2022. Members felt disappointed that the CEDD did not commit to a completion date of the works at this meeting.

24. A consolidated reply provided by Mr Phil CAI of the TD was as follows:

(1) He had briefed Members on the arrangements made by the CEDD after the implementation of the temporary traffic diversions. It would take some time for members of the public to adjust their driving habits in response to these major changes. He said that the CEDD was collecting data and studying feasible improvement measures to tie in with the changes. If necessary, the TD would take part in subsequent discussions between Members and the CEDD after the meeting; and

(2) He noted Members' views on traffic light signal adjustments. He would inspect the volume of traffic at the road junction with his colleagues responsible for traffic light signals and then study with the CEDD to seek for improvements to the temporary traffic diversion arrangements.

25. A consolidated reply provided by Mr Joe TO of the CEDD was as follows:

(1) Relevant CEDD colleagues were following up on Members' views on the temporary traffic arrangements at the roundabout near the MTR Kam Tin Building on Kam Ho Road. They were collecting traffic flow data at the location for analysis purposes so as to review the temporary traffic arrangements. The CEDD would maintain close communication with Members concerned; and

(2) Relevant information on the progress of the works near the Kam Tin Roundabout had not been available at the moment. Members' questions would be responded to after the meeting.

26. The Chairman concluded that he would request the CEDD to reply to Members' questions as soon as possible after the meeting. The CEDD and the TD were also requested to conduct further site inspections and collect more data regarding the works project to seek for further enhancements.

(Post-meeting note: The CEDD sent a follow-up reply on the progress of the works near the Kam Tin Roundabout on 30 November 2022, which was forwarded by the Secretariat to Members for their reference.)

Item V:	**Reports of government departments:**
(1)	**Progress report from the Transport Department (T&TC Paper No. 43/2022)**

27. Members' views and enquiries were summarised as follows:

(1) An enquiry was made as to how the TD would handle issues relating to the Elderly Concession Scheme for Routes NR940 and NR941 as mentioned at the previous meeting;

(2) A Member enquired how DC members and government departments would handle a situation where the residents' services ("RS") operator for a particular route was unwilling to apply for admission to the Elderly Concession Scheme;

(3) A Member said that many elderly people living in villages travelled by resident's bus, and thus hoped that the TD could continue to promote the Elderly Concession Scheme to RS operators and to revise or lower the vetting and approval requirements having regard to their actual operations; and

(4) An enquiry was made about the procedure and mechanism for red minibus operators to apply for admission to the Elderly Concession Scheme.

28. A consolidated reply provided by Ms Emily CHUNG was as follows:

(1) She had sought advice from her colleagues of relevant sections on the Government Public Transport Fare Concession Scheme for the Elderly ("$2 Scheme"). As announced by the Government, RS operators applying for admission to the $2 Scheme would only be considered if they could prove that the RS route concerned could meet all the following three required conditions: (a) the RS route was made accessible to all members of the public without any restriction and any preferential treatment to the property owners/residents would also apply to these "public passengers"; (b) there was no direct and parallel public transport alternative; and (c) the RS operators fully complied with the TD's fare control and monitoring requirements similar to those for red minibus and kaitos. She called on RS operators interested to apply for admission to the scheme to contact the TD. Her colleagues from relevant sections would consider their applications as appropriate;

(2) She had encouraged the operators of routes NR940 and NR941 to apply for admission to the scheme after the previous meeting. She added that the operator of route NR940 had contacted the TD and the department would continue to provide assistance and application details to the operator concerned;

(3) As RS operators were engaged by user representatives, who might be a village representative, chairman or other authorised persons, they were less likely to be uncooperative when requested by the user representative to apply for admission to the scheme. The TD would try again to encourage RS operators to submit applications for the scheme. So far, most of the RS operators contacted by the TD had responded positively. Given the large number of RS routes, operators

were required to submit their operational information for detailed vetting; and

(4) Red minibuses operated differently from residents' buses. She would reply to Members concerned after understanding the situation with her colleagues from relevant sections.

29. The Chairman concluded that he hoped the TD would communicate with the contractor and help members of the public solve the problem as soon as possible.

(2) Progress report from the Highways Department (T&TC Paper No. 44/2022)

30. Members noted the aforesaid report.

(3) Statistics on cycling accidents and related enforcement actions (T&TC Paper No. 45/2022)

31. Members noted the aforesaid report.

(4) Temporary traffic arrangements in Yuen Long District (T&TC Paper No. 46/2022)

32. Members noted the aforesaid report.

Item VI: Any other business:

(1) Proposed schedule of meetings for Traffic and Transport Committee in 2023 (T&TC Paper No. 47/2022)

33. The Chairman referred Members to T&TC Paper No. 47. There being no objection from Members, the Chairman announced that the proposed schedule of meetings for the T&TC in 2023 was endorsed.

34. There being no other business, the meeting adjourned at 3:40 p.m.

Yuen Long District Council Secretariat
January 2023