

Minutes of the 11<sup>th</sup> Meeting of  
the Traffic and Transport Committee (2016-2017) of  
the Tuen Mun District Council

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Date : 15 September 2017 (Friday)  
Time : 9:30 a.m.  
Venue : Tuen Mun District Council (TMDC) Conference Room

<u>Present</u>		<u>Time of Arrival</u>	<u>Time of Departure</u>
Mr SO Shiu-shing (Chairman)	TMDC Member	9:30 a.m.	End of meeting
Mr LEUNG Kin-man, BBS, MH, JP	TMDC Chairman	9:30 a.m.	End of meeting
Mr LEE Hung-sham, Lothar, BBS, MH	TMDC Vice-chairman	9:30 a.m.	End of meeting
Mr KWU Hon-keung	TMDC Member	9:35 a.m.	11:21 a.m.
Mr TO Sheck-yuen, MH	TMDC Member	9:30 a.m.	End of meeting
Mr CHU Yiu-wah	TMDC Member	9:30 a.m.	End of meeting
Ms KONG Fung-yi	TMDC Member	9:30 a.m.	End of meeting
Mr NG Koon-hung	TMDC Member	9:30 a.m.	End of meeting
Ms HO Hang-mui	TMDC Member	9:39 a.m.	End of meeting
Ms WONG Lai-sheung, Catherine	TMDC Member	9:30 a.m.	End of meeting
Mr LAM Chung-hoi	TMDC Member	9:32 a.m.	End of meeting
Mr TSUI Fan, MH	TMDC Member	9:30 a.m.	End of meeting
Ms CHING Chi-hung	TMDC Member	9:30 a.m.	End of meeting
Ms LUNG Shui-hing, MH	TMDC Member	9:30 a.m.	10:43 a.m.
Mr CHAN Man-wah, MH	TMDC Member	9:30 a.m.	End of meeting
Mr CHAN Manwell, Leo	TMDC Member	9:30 a.m.	11:20 a.m.
Ms CHU Shun-nga, Beatrice	TMDC Member	9:30 a.m.	End of meeting
Mr TSANG Hin-hong	TMDC Member	9:30 a.m.	10:58 a.m.
Ms SO Ka-man	TMDC Member	9:30 a.m.	End of meeting
Mr MO Shing-fung	TMDC Member	9:30 a.m.	End of meeting
Mr YEUNG Chi-hang	TMDC Member	9:30 a.m.	End of meeting
Mr YAN Siu-nam	TMDC Member	9:30 a.m.	End of meeting
Mr TAM Chun-yin	TMDC Member	9:30 a.m.	End of meeting
Mr NG Kwai-wah	Co-opted Member	9:51 a.m.	End of meeting
Mr IP Chun-yuen	Co-opted Member	9:30 a.m.	End of meeting
Mr LAI Yu-lok	Co-opted Member	9:34 a.m.	11:13 a.m.
Mr TSANG Tak-lung, Sam (Secretary)	Executive Officer (District Council) 2, Tuen Mun District Office, Home Affairs Department		

### By Invitation

Mr. TSAI Ching Fung, Edwin	District Operations Officer (Tuen Mun)/(Acting), Hong Kong Police Force
Mr Brian LAM	Assistant Operations Manager, Citybus Limited
Mr TANG Ching-kit	Senior Officer, Planning & Development, The Kowloon Motor Bus Co. (1933) Ltd

### In Attendance

Mr MOK Ka-sing, Mark	Senior Transport Officer/Tuen Mun 1, Transport Department
Miss Flora MA	Senior Transport Officer/Tuen Mun 2, Transport Department
Mr NG Ho-leung, Jacky	Engineer/Tuen Mun North Traffic Engineering (NTW) Division/TD
Mr LAU Ka-kin, Marcus	Engineer/Tuen Mun Central, Transport Department
Ms CHAM Suet-ying, Cheryl	Engineer/15 (New Territories West), Civil Engineering and Development Department
Mr MOK Hing-cheung	Administrative Assistant/Lands (District Lands Office, Tuen Mun), Lands Department
Mr LIU Hing-wah	District Engineer/Tuen Mun, Highways Department
Mr WONG Lap-pun	Station Sergeant, District Traffic Team (Tuen Mun), Hong Kong Police Force
Mr TSZE Chi-ho	Senior Operations Officer , Long Win Bus Company Limited
Mr Kelvin YEUNG	Senior Operations Officer The Kowloon Motor Bus Co. (1933) Ltd.
Miss CHAN Hoi-ting, Gillian	Assistant District Officer (Tuen Mun)2, Home Affairs Department

### Absent

Mr YIP Man-pan (Vice-chairman)	TMDC Member
Mr CHAN Yau-hoi, BBS, MH, JP	TMDC Member
Mr CHEUNG Hang-fai	TMDC Member
Mr KAM Man-fung	TMDC Member

**I. Opening Remarks**

The Chairman welcomed all to the 11th meeting of the Traffic and Transport Committee (TTC).

2. The Chairman reported that Mr CHAN Chi Pan, Ivan, Engineer/Tuen Mun North of the Transport Department (“TD”) was posted elsewhere and was succeeded by Mr NG Ho Leung, Jacky. On behalf of the TTC, he welcomed Mr NG and also thanked Mr CHAN for his past collaboration with the TTC.

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. The Chairman would, in accordance with Order 39(12) of the Tuen Mun District Council (“TMDC”) Standing Orders, decide whether the Member who had declared an interest might speak or vote on the matter, might remain in the meeting as an observer, or should withdraw from the meeting. All cases of declaration of interests would be recorded in the minutes of the meeting.

**II. Absence from Meeting**

4. The Secretariat had not received any application for leave of absence from Members.

**III. Confirmation of Minutes of the 10th Meeting and the Third Special Meeting**

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

**IV. Matters Arising**

**(A) Request for Rationalisation of Routes B3A and B3M**

**(TTC Paper No. 24/2017)**

**(Paragraphs 96 – 105 of the Minutes of the 2nd Special Meeting)**

**(Paragraphs 42 – 57 of the Minutes of the 9th Meeting and Paragraphs 4 – 11 of the Minutes of the 3rd Special Meeting)**

6. The Chairman welcomed Mr Brian LAM, Assistant Operations Manager of Citybus Limited (“Citybus”) to the meeting. He said in the 3rd special meeting of the TTC held on 28 July 2017, it was resolved to continue discussing the captioned item and to request the TD and Citybus to consider Members’ proposals regarding the improvement of the Route B3 series.

7. Mr LAM of Citybus said his company had reviewed the rerouting proposals for B3A and B3M. As a supporting route for B3X, B3M offered services for off-peak hours only and its buses were transferred from other bus routes. Changing the routing of B3M to that of B3A would require a lot of extra bus resources with a result of longer bus journey, so the proposal was not workable.

8. Miss MA Flora of the TD said to avoid adversely affecting the existing passengers,

the department was currently analysing the passenger data of the relevant routes. She would provide the TTC with further information once it became available.

9. Members made the following comments and enquiries:

- (i) A Member said many residents viewed that there was still considerable room for improvement about the routing of B3A and B3M, he believed that they would welcome the rerouting proposal. Citybus would mobilise the bus routes services and resources according to the annual Bus Route Planning Programme, he queried the assertion that Citybus lacked resources;
- (ii) A Member said the rerouting proposal could expand the servicing areas of the B3 series to benefit the residents living along the Castle Peak Road. The journey time of B3A could be shortened by around 15 minutes, which meant saving resources for the bus company and created a “win-win” situation; therefore, she urged Citybus to try running the rerouted routes. On the other hand, the TD had earlier on proposed to implement route rationalisation of some Light Rail routes due to the overlapping of Routes 610, 614 and 615; now, the servicing areas of B3X and B3M were almost identical but the TD was unwilling to rationalise the routes, so she viewed that the TD was holding double standards and demanded its explanation;
- (iii) A Member said the TD and Citybus used the excuses of “to avoid adversely affecting the existing passengers” and “lacked resources” respectively to muddle through, thus he asked them to account for the studies on this issue conducted in the past, to provide the data of the trial run of the proposed rerouting and the resources data of the bus company, as well as a detailed explanation of the impact of the proposal on the passengers. He added that the rerouting proposal merely required some modification of the routing of B3A and B3M to cover more areas under the bus company’s existing resources, through which Citybus also had the chance to earn more profits. As the proposal did not require extra resources, he did not understand why Citybus was unwilling to implement it;
- (iv) A Member said when the department and Citybus commenced the B3M service, they had not consulted the District Council (“DC”); now, the DC merely hoped that Citybus would make a better use of its resources by rationalising the B3M route. If the route of B3M was changed to run along the Castle Peak Road, it could also serve the residents living near Hoh Fuk Tong and San Hui Village. Furthermore, the routing of B3M and B3X were overlapping and their bus stops were very near each other, so the passengers of B3X were in no way diverted to B3M. If Citybus lacked resources to operate the rerouted routes, he urged the TD to arrange another operator to run the relevant service;
- (v) A Member said the fact that most Members supported the relevant proposal

reflected the genuine demand for bus route rationalisation from the public, he requested the TD and Citybus to reconsider the proposal. In addition, the high patronage of B3X had brought a lot profits to Citybus; as a franchised bus company, it should take on social responsibility, including subsidising the bus routes with lower patronage to achieve a perfect public transport network. Therefore, if Citybus lacked resources to implement the above proposal, he suggested the TD to re-tender the services of B3, B3A, and B3M;

- (vi) A Member requested the TD to provide a detailed explanation of the impact of the above proposal on the passengers. She also asked whether Citybus' mobilisation of resources could tie in with the rerouting proposal; for instance, whether changing the route of B3M to running along Castle Peak Road to Shenzhen Bay would affect the services of other bus routes during peak hours, whether the existing bus schedules could be maintained after changing the route of B3M to pass via Fu Tai, etc. She also said she could deduce the rich resources possessed by Citybus from the frequency of B3X;
- (vii) A Member said the first B3M bus departed at 9:50 a.m. from Shenzhen Bay to Tuen Mun in the bus schedule and she suspected that the route was specifically designed for the mainland travellers. She opined that a franchised bus company should set the provision of service to local residents in priority to travellers. Moreover, B3M only commuted between Shenzhen Bay and the large shopping malls, giving the public an impression of collusion between the business sector and the Government. As the number of travellers under the Individual Visit Scheme was falling, it was not uncommon to find two or three B3X buses waiting for passengers at the bus terminus, showing that it was no longer necessary to divert the excessive passengers of B3X to B3M. So, she suggested to transfer some of the resources designated for B3X to B3M, so as to arrange B3M to run along Castle Peak Road, rationalise the entire B3 series and serve more Tuen Mun residents;
- (viii) A Member said the resource allocation for the B3 route series was uneven, with high frequency for some routes, but insufficient frequency for others (such as B3A). Passengers always had to queue for a long time and even worse, the B3 series did not run along the Castle Peak Road, making it inconvenient for the citizens living along the road. Therefore, he requested the bus company to increase resources for improving the service of B3A and to provide the appropriate bus service for the citizens living along the Castle Peak Road; and
- (ix) A Member said the B3 series provided services to and from the border control point, which satisfied the demand of both the local and mainland residents; hence, Members should not categorise the passengers. The B3 series initially only consisted of two routes, B3 and B3X; later, the bus company responded to the

request of the DC to set up bus stops at Hung Kiu and San Hui, and open B3A to serve the residents living near Shan King and Kin Sang. Regarding a Member's suggestion to cut down the B3X frequency to implement the rerouting of B3M, he considered it unfair to the residents of the Town Centre. Although B3A had a lower frequency, the residents could still choose to go to the Town Centre to take B3X. Furthermore, the DC had earlier on requested the TD and the bus company to use half-empty buses to pick up passengers waiting at the en route stops, but now a Member was suggesting to cut down the B3X frequency; if the DC always changed its proposals, the department and the bus company would find it difficult to follow and so, he requested the TD to concentrate on studying the mobilisation of resources for B3A and B3M.

10. The Chairman said he had suggested the TD to add route B3X after the introduction of route B3 back in those days; as B3X had always maintained popularity, even now, he believed that the department would not cut its resources. The crux of the present problem was that the services of the B3 series did not cover the residents along the Castle Peak Road; therefore, the department might consider changing the route of B3 or B3M to run along the Castle Peak Road - such as changing the route of B3 to pass via the Castle Peak Road instead of Heung Sze Wui Road. The B3 series provided bus services plying between Tuen Mun and the border control point, which benefitted both the Hong Kong and mainland residents.

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

- (i) A Member said it usually took a long time for the department to study Members' suggested additional bus routes, but B3M commenced service shortly after the opening of the large shopping malls. After Hong Kong-Shenzhen Western Corridor was open to traffic, the TD arranged the B3 series to ply between Tuen Mun and Shenzhen Bay border control point (but it did not serve the Lam Tei and Tuen Mun rural areas). Subsequently, the TD listened to public opinion and added route B2 with the Yuen Long bus terminus and pass through Hung Shui Kiu and Lam Tei, and also added a B3A bus stop at Tsing Lun Road. He comprehended the wishes of the residents of all districts to enjoy expedient bus services, but the current buses plying between Tuen Mun and the Shenzhen Bay border control point were already very convenient, with the journey time as short as just 20 minutes; if the residents were in a hurry, they could go to the Town Centre to take route B3X. In some previous district activities, Citybus had arranged special trips for residents travelling to the Shenzhen Bay border control point, which was commendable;
- (ii) A Member suggested to let the TD respond to Members' enquiries first before continuing with further discussion;

- (iii) A Member said the TTC had made suggestions on the improvement of the B3 series on many occasions and would now appeal to the bus company again for increasing resources to improve the service of B3A and to provide the appropriate service for the residents living along the Castle Peak Road; and
- (iv) A Member said if the route of B3M was changed to run along Castle Peak Road to Shenzhen Bay via Fu Tai, the journey for B3A might be shortened and its lost and delayed trips might be reduced. She suspected that the reluctance of the TD and Citybus to change the routing of B3M had something to do with certain large shopping mall in the district. She requested Citybus to try to run the rerouted B3M and B3A routes and invite Members to travel those routes.

12. The Chairman said the TD should study the proposal to change the route of B3 or B3M to run along the Castle Peak Road, and it was unnecessary to have trial run of the routes together with Members.

13. Miss MA of the TD noted Members' request for having the B3 series to cover more areas of Tuen Mun, the department and Citybus were analysing the resource allocation of Citybus. In fact, both B3M and B3X were express services departing from the large transport interchanges in the district. If B3M was rerouted to pass via the Castle Peak Road, the journey would become longer and would affect the existing passengers of B3M and B3X to a certain extent; hence, it might not be appropriate to change the routing of B3M. Nonetheless, the department would continue to review the proposal with Citybus and would re-examine the number of buses and bus schedules.

14. The Chairman enquired whether B3 could pass via the Castle Peak Road instead of the Tuen Mun Heung Sze Wui Road.

15. A Member said this agenda item discussed about the rationalisation of routes B3A and B3M, whereas the rerouting of B3 was a new issue which should not be discussed together.

16. The Chairman responded that it was not a new issue but one of the solutions to the current issue.

17. Miss Ma of the TD responded that the department and the bus company had made trial runs of the routes concerned. As the journey would last longer by a few minutes, it would affect the overall schedules and resources of the bus company to a certain extent. The department noted Members' comments about the B3 series. It took time for the department to conduct a study and give careful consideration. It would provide the TTC with updated information once it became available.

18. A Member said the two bus stops of B3M and B3X were only a few hundred metres apart, and their routes overlapped. If B3M was changed to run along Castle Peak Road to Shenzhen Bay via Fu Tai, not only could it serve more residents, it would also shorten the journey of B3A.

19. The Chairman requested the TD to provide the travel time of B3M after changing its route to run along the Castle Peak Road.

20. Miss MA of the TD noted Members' proposal, the department was currently conducting the relevant study and reviewing the relevant data. If a new solution popped up, the department would conduct consultations.

21. A Member said this issue had been discussed for a long time and was dissatisfied with the department's mere reply of "currently conducting the relevant study" and asked the department to account for the work done in the past half year concerning this issue and its progress.

22. The Chairman requested the TD to explain the impacts of rerouting B3M to travel along the Castle Peak Road in the next meeting.

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

- (i) A Member opined that the TTC should concentrate on discussing the proposal to reroute B3A and B3M. Furthermore, although the rerouting of B3A and B3M might affect the existing passengers; if it would bring more benefits than drawbacks, then it achieved the rationalisation of the overall operation of the B3 series;
- (ii) A Member said this issue had been included in the Matters Arising agenda item of many meetings, so the TD should carry out trial runs of the suggested routes and report on the travelling time of the trips and the anticipated patronage in the next meeting;
- (iii) A Member said regarding the B3 series rerouting proposed by the Chairman, she had to re-consult the residents' opinions before indicating her stance in the TTC. As the routes of B3M and B3X were overlapping, she had suggested to expand the servicing areas of B3M to cover passengers of wider areas; but the TD and the bus company did not consider it, which was incomprehensible to her;
- (iv) A Member said this issue had been included in the Matters Arising agenda item of many meetings, but the TD's representative failed to provide the relevant details. He asked the department to be well-prepared for the next meeting; and



(v) A Member said the Civil Engineering Development Department had earlier held a meeting with the DC about building more houses in the district; in that meeting, many Members reflected that the transport facilities of the district were unsatisfactory, and to which the department's representative simply replied that the bus frequency should be increased then. The B3 series issue remained unsolved despite of continuous discussions for a long time, reflecting the fragmented administration of Government departments on the one hand, and the failure of the TD to examine the overall transport demands of Tuen Mun District on the other hand. She urged the TD to review the standard of service of the various bus routes in the district, including the B3 series and 62X.

24. The Chairman requested the TD to report the relevant study results and its final decision in the next meeting, he also indicated that this issue would not be open for further discussion.

25. Miss MA of the TD said the department needed time to study and give careful consideration and would give a reply in the next meeting.

26. A Member asked the Chairman if he meant no discussion on this issue but only the TD's report or proposal would take place in the next meeting.

27. A Member suggested that if the department failed to provide a proposal or the relevant data in the next meeting, the representative of the TD should be reprimanded in the name of the TTC.

28. The Chairman summarised that no more detailed discussion on this issue would take place in the next meeting, he requested the TD to give its final decision in the next meeting.

TD

**V. New Discussion Items**

**(A) Request for Provision of Various Transport Services for Siu Hong and Area**

**54**

**(TTC Paper No. 54/2017)**

**(Written reply from the Kowloon Motor Bus Co. (1933) Ltd.)**

29. The Chairman said the Kowloon Motor Bus Co. (1933) Ltd. ("KMB") had submitted a written reply before the meeting, which was distributed to Members on 13 September by the Secretariat. The Chairman welcomed Mr TANG Ching-kit, Senior Manager (Planning and Development) of the KMB to the meeting.

30. The first proposer of the meeting said the green minibus ("GMB") 44A to Sheung Shui was often full before reaching the Leung King Light Rail Stop, and after Leung King,

it did not pass through Kin Sang, Po Tin, and Siu Hong but directly onto the Yuen Long Highway. Some residents of Siu Hong had to queue for nearly one hour during peak hours and were hence forced to take the detour bus route 261. As Yan Tin Estate was ready for population intake, it was anticipated that its demand for transport services to Sheung Shui would be great. Even if the number of seats for the minibuses was increased to 19, it could not meet the additional demand from the estate, so he requested to increase the frequency of GMB 44A and bus route 261. In addition, the TD had stated that the number of trips of 67X and 67M would be increased to cope with the population intake of Yan Tin Estate, but it was anticipated that only one or two trips would be added; he regarded such increase as insufficient to meet the demand generated by the population intake of Yan Tin Estate, so he requested the department to gradually increase the supply of transport service commensurate with the population increase. On the other hand, apart from the special departure of 267X in the morning, there was no other public transport to connect Siu Hong directly with the Kowloon East and the Hong Kong Island; so, he requested the department to introduce the service.

31. Members made the following comments and enquiries:

- (i) A Member said the population of Tuen Mun Area 54 would increase rapidly, so the TD must upgrade the original public transport services, such as increasing the frequency of GMB 44A and bus route 261;
- (ii) A Member said the residents of Northwestern Tuen Mun had repeatedly demanded for the improvement of services provided by 67M and 67X and for the introduction of new routes travelling to Kowloon East and Hong Kong Island, but the reply from the department was always that the residents could take the railway or interchange to their destinations and that it did not notice an obvious increase in the passenger demand for the services of 67M and 67X either. However, as Yan Tin Estate would soon have a population intake of over 50,000, he hoped that the department would not harp on the same tune;
- (iii) A Member said Area 54 would experience a gigantic rise in population; if the department did not plan ahead, it could not meet its future transport demand. The TTC had successfully introduced route 261 plying between Tuen Mun Hanford Garden and Sheung Shui back in those days, but as the journey was quite long and did not pass through the proximity of Lam Tei, the TD later added three special trips (route 261P) from Tsing Lun Road to Sheung Shui. He suggested that 261P could be changed to depart from Yan Tin Estate and be extended to provide whole-day service. He also indicated that 67X and 67M were mostly full when they reached the intermediate stops on Castle Peak Road;
- (iv) A Member said many complaints had been received recently regarding the lost and delayed trips of 67X and 67M. In fact, the demand for the services of 67X and

67M was greater than supply; although the department would add one or two trips to the bus frequency, it was anticipated that the imbalance of supply and demand would be further augmented upon the population intake of Yan Tin Estate. Therefore, she requested the TD to provide additional public transport to cope with the population intake of Yan Tin Estate.

- (v) A Member said the population intake of Yan Tin Estate was delayed to the fourth quarter from the originally projected third quarter. Members had reminded the TD to plan ahead last year and believed it already had a corresponding solution. She urged the TD to conduct an overall review of the transport facilities of Northwestern Tuen Mun and requested the bus company to keep watch on the change in transport demand upon the population intake of Yan Tin Estate in order to take the corresponding measures.

32. Miss MA of the TD said the department was aware of the readiness of the population intake of Yan Tin Estate and so the Bus Route Planning Programme designed earlier had already taken it into account. The department had enquired the Housing Department about the said population intake and learnt that over 10,000 people would move into Yan Tin Estate between the end of this year and early next year. Therefore, the services of bus routes 67M, 67X, B3A and 267X would be enhanced. As for GMB No. 44A, the minibus operator would introduce 19-seat minibuses in October at the earliest, it would also add special trips at the intermediate stops to divert the passengers travelling the latter part of route 44A.

33. The Chairman enquired about the details of the service of 67X.

34. Miss MA of the TD said the department would enhance the service provision corresponding to the patronage; it was still working on the details of the arrangement and would inform the residents and the relevant Members about the arrangement prior to the population intake of Yan Tin Estate.

35. The Chairman requested the TD to submit the relevant details in the next meeting, including the transport schedules, frequency and types of vehicle.

36. Miss MA of the TD replied that the department would explain the arrangement prior to the population intake of Yan Tin Estate.

37. The Chairman said the TD should first consult the DC about the transport services designed to cope with the population intake of Yan Tin Estate.

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

- (i) A Member reiterated that 261P should depart from Yan Tin Estate and enhance its service;
- (ii) A Member said the TD failed to respond to many different issues, clearly showing the lack of preparation. In addition, due to the sparse frequency of 67X and 67M, the residents near San Hui (the intermediate and end stops of the routes) could not board the buses as they were usually full. Although the bus company had promised to assign half-empty vehicles to carry passengers at Hung Kiu and Prime View Garden, it had ended up doing nothing. He requested the TD to submit the details about the increase in public transport commensurate with the population intake of Yan Tin Estate before November.
- (iii) A Member said with over 10,000 residents moving into Yan Tin Estate, the addition of just one or two trips of 67M and 67X was obviously just a drop in the ocean. Moreover, it would be difficult for the department to immediately mobilise bus resources to cope with the increased transport demand upon the population intake of Yan Tin Estate, so the residents might find it impossible to spot even one bus which was not full. At present, some of the GMB 44A minibuses depart from the intermediate stops at Kin Sang or Leung King, but the residents of Siu Hong still could not board them due to fullness; so, he suggested some of the 44A minibuses to depart from Yan Tin Estate or the Kei Lun Light Rail Stop, and at the same time increasing the frequency of bus route 261;
- (iv) A Member said the department refrained from providing detailed data on many issues, such tendency of giving vague replies would affect the efficiency of council discussions. It was now only a few months from the population intake of Yan Tin Estate, he believed that the department already had a plan to tackle the additional transport demand; therefore, he could not comprehend why the department did not submit the plan for discussion in the TTC meeting; and
- (v) A Member said the population intake of Yan Tin Estate would start in three months, but the department was still unwilling to publish the details of the transport enhancement measures; its simple answer of carrying the additional passengers with special trips gave the impression of disrespect to the Council. She urged the department to adopt a people-oriented approach and strive to enhance the transport services (e.g. route 261) of Northwestern Tuen Mun.

39. Mr MOK Ka-sing, Mark, of the TD, said the average patronage of bus route 261 from 7 a.m. to 9 a.m. was 50-60%, of which, the patronage for the two trips departing at 7:10 a.m. and 7:15 a.m. was higher - over 80% and 90% respectively. So, the department and the bus company were exploring ways to enhance the service during that period of time. As for bus route 261P, the department had already added an extra trip (261P) in the

morning in response to the passenger demand and would continue to make prompt adjustments. In addition, the department's previous Bus Route Planning Programme had included proposals to improve the bus service for Area 54 and Northwestern Tuen Mun, including the introduction of new routes travelling to Kowloon East and enhancing the bus services of certain routes. The department would also negotiate with the minibus operator with reference to Members' comments on the GMB service and hoped that optimum transport services could be provided after the population intake of Yan Tin Estate.

40. The first proposer of the paper said this year's Bus Route Planning Programme only proposed to add one trip of 267X to cope with the population intake of Yan Tin Estate. He requested the department to provide the details of the transport enhancement measures in the next meeting.

41. The Chairman requested the department to follow up on the matter and give a detailed report in the next meeting.

42. Miss MA of the TD said the department had kept close watch on the development of Area 54 and had enlarged the bus stop areas on the outskirts of Siu Hong Court for more buses to pull up to. From the recent information provided by the Housing Department, Yan Tin Estate Phase 1 would have population intake by stages, so the department would enhance the transport service in response to the actual demand. The department would provide the TTC with the relevant data once it became available.

43. A Member said although Yan Tin Estate would have population intake by stages, he/she trusted that the Government would be able to plan ahead according to its projected total population of the estate.

44. The Chairman summarised that the TTC would continue to discuss this issue in the next meeting and requested the TD to give the relevant report in detail.

TD

**(B) Provision of Overnight Bus Services between the Northwestern Area of Tuen Mun and Hong Kong Island**

**(TTC Paper No. 55/2017)**

**(Reply from TD)**

**(Written reply from the Kowloon Motor Bus Co. (1933) Ltd.)**

45. The Chairman said the KMB already submitted a written reply before the meeting, which was distributed to Members on 13 September by the Secretariat. The TD had also submitted a written reply before the meeting, Members were invited to refer to Paper 1 which was placed on the table.

46. The first proposer of the paper said in addition to the coming Yan Tin Estate population intake, various new developments in Northwestern Tuen Mun would also come

into play, such as the two buildings due to be completed near Kin Sang Estate and one private development project near Leung King Estate to begin construction. The population of Northwestern Tuen Mun kept increasing but without the corresponding increase in transport service. The overnight bus service to and from Hong Kong Island was seriously deficient; hence, he suggested the department to introduce an overnight bus service plying between Hong Kong Island and Northwestern Tuen Mun: the route may depart from Siu Hong, pass via Area 54, Kin Sang, Po Tin, Leung King, Tin King, Tai Hing, Tuen Mun Heung Sze Wui Road, Yau Oi, Goodview Garden, Tuen Mun Road, Wanchai and end at Tin Hau.

47. Members made the following comments and enquiries:

- (i) A Member said the population of Tuen Mun district was increasing, many residents had to work late at night; but the existing night transport from Tuen Mun to Hong Kong Island was extremely inadequate, so he suggested the department to re-open the route N960;
- (ii) A Member said many Tuen Mun residents worked on Hong Kong Island and had to return to Tuen Mun late at night, so there was a keen demand for the GMB route 49S. However, it did not cover the Leung King area; so, she suggested the TD to serve that area with buses, which could also cover the Northwestern Tuen Mun areas; and
- (iii) A Member said the route of Siu Hong Court to Wanchai, and that of Lung Mun Oasis to Causeway Bay both had overnight minibuses, but none for Northwestern Tuen Mun to Hong Kong Island. Therefore, she requested the TD to review the overnight public transport of the district in light of the population increase in Northwestern Tuen Mun, and to introduce overnight public transport from Yan Tin Estate or Siu Hong Court to Causeway Bay, the exact routing of which could refer to that of the current route 960.

48. Miss MA of the TD said the department noted the comments, it would provide the TTC with updated information once it became available.

49. The Chairman summarised that the TTC requested the TD to consider Members' comments.

(C) **Improving KMB Bus Route No. 261 and Providing Interchange Concessions for Route No. 261**

(TTC Paper No. 56/2017)

**(Written reply from the Kowloon Motor Bus Co. (1933) Ltd.)**

50. The Chairman said the KMB already submitted a written reply before the meeting, which was distributed to Members on 13 September by the Secretariat.

51. The Chairman, who was also the first proposer of the paper, said there was a strong demand in Southeastern Tuen Mun for transport plying between Tuen Mun and Sheung Shui, which was currently not provided. The residents who intended to take the GMB route 44 series would find the minibuses full even just after the first or second stops of the route and were helpless. Therefore, he offered 2 suggestions, namely, suggestion 1: to change the departure point of route 261 to the Tuen Mun Road Bus-Bus Interchange (“BBI”) (in the direction of Tuen Mun) and travel via Chi Lok Fa Yuen and Castle Peak Road to Sheung Shui, in order to avoid overlapping with the route of GMB No. 44, or suggestion 2: to keep the departure point of route 261 at Sam Shing and also keep the same routing, but ask KMB to offer concessions for interchanging between bus routes 61M, 52X, and 53 and route 261.

52. Mr TANG Ching-kit of KMB said if route 261 was extended to depart from the BBI, its total journey would increase by nearly 5 km, which would involve a lot of resources; KMB would consider the suggestion in conjunction with the interchange concessions for routes 61M, 52X and 53.

53. A Member said the passengers at the intermediate stops of GMB No. 44 at On Ting and Yau Oi could not board the minibuses as they already became full at the first or second stop of the routes. If bus route 261 was changed to pass via Chi Lok Fa Yuen and Castle Peak Road towards Sheung Shui instead of via On Ting and Yau Oi, it could no longer divert the passengers of GMB No. 44 as it was supposed to. Furthermore, GMB No. 44 could not accommodate the large luggage carried by many passengers to Sheung Shui. So, he did not favour suggestion 1 of the paper, but he favoured the interchange concessions for route 261 by KMB, as mentioned in suggestion 2 of the paper.

54. The Chairman, who was also the first proposer of the paper, said he reckoned the relative impracticality of suggestion 1; therefore, he provided 2 suggestions (including suggestion 1) for the TD and the bus company to choose from.

55. A Member said some areas in Tuen Mun had sufficient public transport facilities (having both buses and minibuses), while some had not. Suggestion 1 of the paper began the transport mission from the improvement of the entire transport network of Tuen Mun, which could rationalise the public transport of Castle Peak Road; hence, he supported suggestion 1 of the paper.

56. The Chairman, who was also the first proposer of the paper, said he and a Member previously had a meeting with the citizens, in which they discussed about the routing of route 261. To reflect public opinion, he submitted this paper to the TTC for discussion. He reckoned that suggestion 1 could improve the entire transport network and hence, a better proposal; however, it would affect the existing passengers of different areas. Anyway, he hoped to secure interchange concessions for the public at the very least.

57. Members made the following comments and enquiries:
- (i) A Member said unless the vehicle type of GMB No. 44 was changed from minibus to bus, she would not favour the change of route for bus 261 (not to travel via On Ting and Yau Oi);
  - (ii) A Member supported suggestion 2 of the paper;
  - (iii) A Member said GMB No. 44 was often full, so he was opposed to suggestion 1, but favoured suggestion 2; and
  - (iv) A Member said if the department implemented suggestion 1, it should also increase the bus frequency.
58. To summarise, the Chairman requested the TD and the bus company to consider the above 2 suggestions.

**(D) Request for Setting Up a Bus Stop for Route No. A33X at Tuen Mun Road Bus-bus Interchange and Provision of Related Interchange Concessions (TTC Paper No. 57/2017)**  
**(Written reply from Long Win Bus Company Limited)**

59. The Chairman said Long Win Bus Company Limited (Long Win) already submitted a written reply before the meeting, which was distributed to Members on 13 September by the Secretariat.
60. Mr TSE of Long Win said the passengers of Long Win bus routes A33 and A33X could enjoy an Octopus interchange concession of up to \$6 for interchange with KMB routes. Long Win had previously proposed to reorganise A33 and A33X with a view to expand their servicing areas in Tuen Mun. As the BBI was rather busy, if A33X had to pull up to the BBI, the stability of the bus schedule might be affected; nonetheless, after the aforesaid reorganisation had been implemented, Long Win would give thought to the setting up of a bus stop at the BBI.
61. A Member supported the setting up of a bus stop at the BBI for A33X to pull up to, but was unhappy with the arrangement that Long Win would consider it only after the aforesaid reorganisation had been implemented.
62. A Member supported the suggestion of setting up a bus stop at the BBI for A33X to pull up to. In addition, he considered it necessary to bring the reorganisation scheme of A33 and A33X before the TTC for discussion (as for the new routing of A33 or A33X, Members might refer to the current route of KMB No. 960). As the new routing could serve more areas, he hoped that Long Win would consider it.



63. The Chairman, who was also the first proposer of the paper, said he met a citizen in the Meet the Public Scheme, who requested for the setting up a bus stop at the BBI for A33X to pull up to, thus he submitted this paper to reflect the opinion. He believed that the journey time of the whole route would not be significantly affected even if A33X were to stop at the BBI, so he requested Long Win to implement it as soon as possible instead of giving it a thought only after the aforesaid reorganisation had been implemented.

64. Mr MOK of the TD said currently, A33 and E33 ran via the BBI to the airport - A33 directly to the airport and E33 via Cathay City to the airport. The department kept an open mind on the issue of A33 stopping at the BBI; however, A33 had the duty to provide fast and expedient service for the airport travellers, so the department must carefully examine the impact on the stability of the bus schedule if A33X were to stop at the BBI. The department would give it a thought after the aforesaid reorganisation had been implemented.

65. Members made the following comments and enquiries:

- (i) A Member supported the suggestion of setting up a bus stop at the BBI for A33X to pull up to and expanding its servicing areas in Tuen Mun. Besides, the fares of the Long Win "A" routes were relatively high, so the interchange concession of up to \$6 was not too significant to the public; Long Win should offer higher fare concessions to the public;
- (ii) A Member said the airport bus service did not cover the Castle Peak Road (Chi Lok Fa Yuen section), therefore he supported the reorganisation of the "A" routes airport bus, as well as the provision of the appropriate transport services to the residents in that area. On the other hand, there were already other airport bus routes using the bus stops at the BBI to pull up; hence, the TD must carefully assess the efficacy of changing the route of A33X to run via Castle Peak Road and stopping at the BBI, as well as the impact on the journey time. He also viewed that the department should not classify passengers;
- (iii) A Member said as franchised buses served all citizens, the department should not classify passengers. Furthermore, the DC's proposal to build the BBI was supported by the Government and accelerated the implementation of the building of the BBI back in those days; but now, as Members proposed to add more bus routes to stop at the BBI, the Government imposed so many hurdles. The BBI was popular among the public, so the Government should strive to improve it, such as widening its bus bay to meet the needs of the public;
- (iv) A Member said since the "E" route airport buses were allowed to pull up to the BBI, so should the "A" route airport buses and the department should make the appropriate arrangement. In addition, the TD should consider widening the BBI

and should introduce new bus services that went directly from the BBI to the airport;

- (v) A Member said the interchange concessions provided by Long Win and KMB were insufficient. For example, the total interchange fares between KMB route 67M and Long Win route A33X were as high as \$31.1, so Long Win should provide higher fare concessions. In addition, after the reorganisation, Long Win A33 should depart from Fu Tai and travel via the Siu Hong Station of the West Rail Line; and
- (vi) A Member said the TD's consultation on the rerouting of A33X by circulation of paper was not acceptable; she suggested the department to submit a paper for a formal discussion in the meeting. As for the rerouting of A33X to pass around the various areas of Northwestern Tuen Mun, the exact routing could still be discussed. She also said A33X's stopping at the BBI would benefit the residents in all areas of Tuen Mun.

66. Mr TSE of Long Win said his company noted the above comments.

67. Mr MOK of the TD said the department noticed that most passengers on the "A" routes were travellers going directly to the airport, but passengers on the "E" routes mostly went to the vicinity of Cathay City. The TD noted Members' request for additional bus routes from the BBI to the airport and would consider it.

68. The Chairman requested the TD to explain the calculation of the interchange concession between Long Win and KMB routes.

69. Mr MOK of the TD responded that the total fare was the sum of the fares for the two routes minus \$6. The department would request Long Win to consider providing higher interchange concessions.

70. The Chairman summarised that the Committee requested Long Win to consider the above comments.

## **VI. Reporting Items**

### **(A) Reports by Working Groups - Progress Reports of Working Groups as at 31.8.2017**

**(TTC Paper No. 58/2017)**

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

71. Members noted the paper.

72. A Member suggested the Tuen Mun District Office ("TMDO") and other

departments to step up efforts in removing the illegally parked bicycles.

73. The Chairman suggested to write to the relevant policy bureau to reflect the seriousness of the illegal parking of bicycles.

74. A Member said a bicycle-sharing company placed many bicycles in various areas, causing the overcrowded bicycle parking in the vicinity of three Light Rail Stations in the Tuen Mun rural areas and over 10 sharing bicycles at Tsing Lun Road. It was evident that the illegal parking of bicycles had become more rampant.

75. Miss CHAN Hoi-ting, Gillian, Assistant District Officer (Tuen Mun) 2, said following the work plan endorsed by the District Management Committee and the TMDC, the TMDO was coordinating the Tuen Mun District Lands Office, Food and Environmental Hygiene Department, TD and Hong Kong Police Force to carry out joint operations 2 to 3 time every two months to remove the illegally parked bicycles. The TMDO noticed the recent aggravated seriousness of illegal parking of shared bicycles and so in June this year, had carried out two extra operations, which had been reported to TMDC in its July meeting. The relevant departments were going to conduct three joint operations at the end of September this year. Due to resource limitation, the relevant departments now followed the timetable set in the work plan to carry out the law enforcement work. The TMDO would proactively liaise with the departments and assess the feasibility of increasing the frequency of operations. In addition, in the July meeting of the TMDC, a discussion had been held on the issue of shared bicycles, it was trusted that the relevant policy bureaus and departments were keeping close watch on the situation and reviewing the relevant policy.

76. The Chairman requested the Government to continue to keep close watch on the situation. As Members did not give other comments, the Chairman announced that the above report of the working group was endorsed.

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

77. Members noted the paper.

78. As Members did not give other comments, the Chairman announced that the above report of the working group was endorsed.

***Working Group on Improvement to the Facilities of Chi Lok Bridge***

79. Members noted the paper.

80. A Member suggested to write to the Transport and Housing Bureau (“THB”) or the Legislative Council to request the Government to amend the guideline that the pedestrian flow on a footbridge must reach 3,000 persons before consideration could be given to the construction of an escalator.

81. The Chairman said the working group had already written to the THB about this matter.

82. A member of the working group requested the Secretariat to circulate the Bureau's reply once again.

83. The Chairman requested the Secretariat to circulate the Bureau's reply once again. As Members did not give other comments, the Chairman announced that the above report of the working group was endorsed.

Secretariat

(Post-meeting note: The Secretariat circulated the reply of the THB on 15 September 2017.)

(B) **Report by the TD**  
**(TTC Paper No. 59/2017)**

84. Members noted the paper.

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

85. There being no other business, the meeting ended at 12 noon. The next meeting would be held at 9:30 a.m. on 17 November 2017 (Friday).

Tuen Mun District Council Secretariat

Date: 4 October 2017

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