

Minutes of the 9<sup>th</sup> Meeting of  
the Traffic and Transport Committee (2018-2019) of  
the Tuen Mun District Council

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Date : 15 March 2019 (Friday)

Time : 9:32 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	9:32 a.m.	End of meeting
Mr YIP Man-pan (Vice-chairman)	TMDC Member	9:32 a.m.	12:40 p.m.
Mr LEUNG Kin-man, BBS, MH, JP	TMDC Chairman	9:32 a.m.	End of meeting
Mr LEE Hung-sham, Lothar, BBS, MH	TMDC Vice-chairman	9:32 a.m.	End of meeting
Mr KWU Hon-keung	TMDC Member	9:35 a.m.	End of meeting
Mr TO Sheck-yuen, MH	TMDC Member	9:32 a.m.	End of meeting
Mr CHU Yiu-wah	TMDC Member	9:32 a.m.	End of meeting
Ms KONG Fung-yi	TMDC Member	9:32 a.m.	End of meeting
Mr NG Koon-hung	TMDC Member	9:32 a.m.	11:21 a.m.
Mr CHAN Yau-hoi, BBS, MH, JP	TMDC Member	9:32 a.m.	End of meeting
Ms WONG Lai-sheung, Catherine	TMDC Member	9:32 a.m.	End of meeting
Ms HO Hang-mui	TMDC Member	9:32 a.m.	End of meeting
Mr LAM Chung-hoi	TMDC Member	9:32 a.m.	12:54 p.m.
Mr TSUI Fan, MH	TMDC Member	9:32 a.m.	10:18 a.m.
Ms CHING Chi-hung	TMDC Member	9:32 a.m.	End of meeting
Ms LUNG Shui-hing, MH	TMDC Member	9:32 a.m.	End of meeting
Mr CHAN Man-wah, MH	TMDC Member	9:32 a.m.	End of meeting
Mr CHAN Manwell, Leo	TMDC Member	9:32 a.m.	End of meeting
Mr CHEUNG Hang-fai	TMDC Member	9:32 a.m.	End of meeting
Ms CHU Shun-nga, Beatrice	TMDC Member	9:32 a.m.	End of meeting
Mr TSANG Hin-hong	TMDC Member	9:32 a.m.	End of meeting
Ms SO Ka-man	TMDC Member	9:32 a.m.	12:46 p.m.
Mr MO Shing-fung	TMDC Member	9:32 a.m.	End of meeting
Mr KAM Man-fung	TMDC Member	9:32 a.m.	End of meeting
Mr YEUNG Chi-hang	TMDC Member	9:32 a.m.	End of meeting
Mr YAN Siu-nam	TMDC Member	9:32 a.m.	End of meeting
Mr TAM Chun-yin	TMDC Member	9:32 a.m.	End of meeting
Mr CHAN Wai-ming	Co-opted Member	10:42 a.m.	12:54 p.m.
Mr James CHAN	Co-opted Member	9:32 a.m.	End of meeting
Mr IP Pak-wing	Co-opted Member	9:52 a.m.	End of meeting
Mr CHAU Man Chun, Tony (Secretary)	Executive Officer (District Council) 2, Tuen Mun District Office, Home Affairs Department		

### By Invitation

Mr. TO Chi Keung, Gary	Senior Transport Officer /Railway 1, Transport Department
Mr. LIU Kin Wai, Rick	Senior Transport Officer/Bus/New Territories West, Transport Department
Miss SIU Ka Yan, Catherine	Transport Officer/Bus/New Territories West, Transport Department
Mr. CHAN Chi Ming, Lawrence	Senior Engineer 2/Noise Mitigation, Highways Department
Mr. WONG Kam Tim	Assistant Manager, Operations, The Kowloon Motor Bus Co. (1933) Ltd
Mr. Desmond TANG	Assistant Manager, Transport Planning, The Kowloon Motor Bus Co. (1933) Ltd
Ms. Betsy LEUNG	Assistant Manager, Public Affairs, The Kowloon Motor Bus Co. (1933) Ltd
Mr KOO Wai-kei	Light Rail Operations Manager, MTR Corporation Limited
Ms. Annie LAM	Public Relations Manager – External Affairs, MTR Corporation Limited

### In Attendance

Mr. LEUNG Tsz Hong, Billy	Assistant District Officer (Tuen Mun)2, Home Affairs Department
Mr. LEUNG Chun Him, Damon	Senior Transport Officer /Tuen Mun 1, Transport Department
Ms. TSE Sau Ching, Cammy	Senior Transport Officer/Tuen Mun 2, Transport Department
Mr. MA Yik Kau, Victor	Engineer/Tuen Mun Central, Transport Department
Mr. WONG Yui Wai, Rex	Engineer/Special Duties 2, Transport Department
Mr. CHUI Wing Luen	District Operations Officer (Tuen Mun), Hong Kong Police Force
Mr. WONG Lap Pun	Station Sergeant, District Traffic Team (Tuen Mun), Hong Kong Police Force
Mr. WU Fan	District Engineer/Tuen Mun (East), Highways Department
Mr. CHAN Yuen heng, Jason	Engineer/15 (West), Civil Engineering and Development Department
Mr. TAM Kwok Leung	Administrative Assistant/Lands (Atg.) (District Lands Office, Tuen Mun), Lands Department

Mr. Stephen WAN

Manager, Operations, The Kowloon Motor Bus Co. (1933)  
Ltd

Mr. Tony WONG

Assistant Manager, Operations, Long Win Bus Company  
Limited

Mr. Brian LAM

Assistant Operations Manager, Citybus

**I. Opening Remarks**

The Chairman welcomed all to the 9<sup>th</sup> meeting of the Traffic and Transport Committee (“TTC”) (2018-2019).

2. The Chairman asked the people in the public gallery to note that the space on either side of the screen of the overhead projector at the back of the conference room was press area. Except for the journalists who were registered and issued with a media sticker as identification and allowed to stay in the press area, other members of the public needed to stay in the public gallery for the meeting.

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 Standing Orders, decide whether the Member who had declared the interest might speak or vote on the matter, might remain in the meeting as an observer, or should withdraw from the meeting. All cases of declaration of interests would be recorded in the minutes of the meeting.

**II. Absence from Meeting**

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

**III. Confirmation of Minutes of the 8<sup>th</sup> Meeting of TTC (2018-2019)**

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

**IV. Discussion Items**

**A. Bus Route Planning Programme 2019-2020 for Tuen Mun District (TTC Paper No. 18/2019)**

6. The Chairman welcomed Mr LIU Kin-wai, Rick, Senior Transport Officer/Bus/NTW and Miss SIU Ka-yan, Catherine, Transport Officer/Bus/NTW of the Transport Department, Mr WONG Kam-tim, Assistant Manager (Operations), Tuen Mun Depot, Mr TANG Ching-kit, Assistant Manager (Transport Planning), Transport Planning and Public Affairs Department and Ms LEUNG Ka-yan, Assistant Manager (Public Affairs), Transport Planning and Public Affairs Department of the KMB Motor Bus Co., (1933) Ltd. (the “KMB”) to the meeting.

7. The Chairman said he suggested referring to the past arrangements i.e. convening a special meeting to discuss the paper. As there were a lot of proposals in the paper, he suggested convening a special meeting at 9:30 a.m. on 9 April 2019 to let Members have

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discussion as soon as possible. The Chairman asked the Secretariat to make arrangements.

8. A Member requested the Chairman to provide more dates of the special meeting for Members to choose from.

9. The Chairman invited Members to respond to the Secretariat after the meeting on the days available for attending the meeting and asked the Secretariat to arrange to hold the special meeting on the date on which most Members could attend.

10. Several Members suggested that the Chairman should decide on the date of convening the special meeting on the spot to save time.

11. A Member suggested discussing the captioned document on the spot without further convening the special meeting.

12. The Chairman said that as there were too many contents in the paper and discussion would take some time, the TTC had been handling the paper through a special meeting.

13. The Chairman asked Members to vote whether to convene a special meeting on 9 April 2019. After counting, 16 Members said they could attend the special meeting on 9 April 2019 while 7 other Members said they could not attend the special meeting on 9 April 2019.

14. As more than half Members said they could attend the special meeting on 9 April 2019, the Chairman asked the Secretariat to arrange to hold the special meeting on 9 April 2019.

Secretariat

15. Mr LIU of the TD noted Member's concern about the launch of a bus service from Tuen Mun to Tai Po. At present, residents in the vicinity of northwest Tuen Mun could consider to take Route No. 261 or 261P to the Sheung Shui Station and interchange the MTR for Tai Po; or take Route No. 67M to Chung On Street, Tsuen Wan and change Route 73X for Tai Po. In the Bus Route Planning Programme 2018-2019 for Tuen Mun District, the TD proposed to launch Route No. 263C travelling from the Tuen Mun Station to the Tai Po Centre via the Tuen Mun Road Bus-bus Interchange ("Interchange"), and provide service during the morning and afternoon peak hours. It was expected that

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the route concerned would be implemented in the second quarter of this year. After the above route was commissioned, the TD and the bus company would pay close attention to its operation and passengers' demands and review the service concerned in due course.

### **(B) Commissioning of New Light Rail Vehicles**

**(TTC Paper No. 19/2019)**

### **Request for Purchase of More Light Rail Train Compartments and Buses**

**(TTC Paper No. 31/2019)**

16. As the contents of the above issues were related, the TTC agreed to discuss them together.

17. The Chairman welcomed Mr TO Chi-keung, Gary, Senior Transport Officer/Railway 1 of the TD, Mr KOO Wai-kei, Operations Manager, Light Rail ("LR") and Ms Annie Lam, Public Relations Manager – External Affairs of the MTR Corporation Limited ("MTR") to the meeting.

18. Mr Gary TO of the TD briefly introduced Paper No. 19/2019. He said the government released the Public Transport Strategy Study in June 2017 with proposals on different measures, including additional purchase of ten LR vehicles to enhance the LR service and capacity. It was expected the first two new LR vehicles would be commissioned in 2019.

19. Ms LAM and Mr Koo of the MTR gave a PowerPoint presentation (see Annex 1) and introduced the background and details of the proposals in Paper No. 19/2019.

20. The first proposer of Paper No. 31/2019 queried how the MTR changed the frequency of Route No. 614 and Route No. 615 without changing the number of vehicles. She said the MTR proposed to change the frequency of the above routes from every 10 to 18 minutes to 12 to 16 minutes. Therefore, the actual waiting time might be longer than the past, which was confusing. She also said it had taken three years for the MTR to have the new vehicles commissioned after being granted the contract of new LR vehicles. During the period, there were many intakes of new housing estates in the Tuen Mun District and the population had increased. Therefore, the demand for the LR service would be much greater in the future. She requested the MTR to provide explanations for the use of the other eight new LR vehicles and consider to purchase new vehicles again to satisfy the population growth in the future.

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21. Members made comments and enquiries on this issue as follows:
- (i) A Member said he/she had been requesting the MTR to purchase more LR vehicles. Now that the MTR had purchased new vehicles, why was the frequency of Route No. 614 and Route No. 615 changed from every 10 to 18 minutes to 12 to 16 minutes thus making the residents feel the frequency was cut instead. The Member had objections to this and hoped the frequency of the above routes could remain at about every 10 minutes. Moreover, there were no couple-set vehicles for Route No. 615. The Member asked the MTR whether there would be provision of coupled-set vehicles for Route No. 615 during peak hours with the new vehicles. On the other hand, he/she welcomed the provision of one coupled-set vehicle for Route No. 505 during peak hours and hoped the arrangement concerned could be implemented between 7:30 a.m. to 7:40 a.m. The Member also requested the MTR to provide coupled-set vehicles for Route No. 505 and Route No. 507 with the new vehicles during peak hours;
  - (ii) A Member said after the MTR changed the frequency of Route No. 614 and Route No. 615 from every 10 – 18 minutes to 12 - 16 minutes, the frequency was more stable on the face of it but there was frequency cut in fact. The Member said the frequency should be adjusted to every 10 – 16 minutes. Moreover, the population in the Tuen Mun District was still increasing so the MTR should continue to adjust the frequency of the LR and provide more trips of coupled-set vehicles during peak hours. The Member also requested the MTR to provide explanations for the allocation arrangement of the other eight new vehicles;
  - (iii) A Member said Paper No. 19/2019 had set out the range of the frequency of Route No. 614 and Route No. 615 only but failed to provide details on the number of trips at individual frequency. The Member hoped the MTR would provide the information concerned to citizens as reference. Moreover, he/she welcomed the provision of more LR vehicles by the MTR but hoped there would not be frequency cut. The Member also asked the MTR whether the progress on the adjustment of LR frequency would be affected by the improvement works of the platform facilities. It was hoped the MTR would specifically announce which trips would be provided with new coupled-set vehicles to prove to citizens that frequency at other time slots was not affected. The Member also hoped the MTR would provide explanations on the allocation arrangement of the other eight new vehicles;

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(At this point, the Chairman left the conference room as the meeting was temporarily chaired by the Vice-chairman.)

- (iv) A Member said the service of the LR Route No. 505 at the Shan King Estate during the morning peak hours had been poor so the Member worried that the MTR would cut the frequency at other time slots after the provision of one more coupled-set vehicle for Route No. 505. Therefore, the Member requested the MTR to clearly explain which trips would be provided with new coupled-set vehicles. He said the MTR should ensure stable frequency of the trains before changing any LR services and should not use other factors as an excuse of unstable frequency. He showed concern about the effectiveness of the provision of one more coupled-set vehicle for Route No. 505 and was worried about the potential negative impact caused on the frequency at other time slots. He hoped the MTR would ensure that residents could take the trains successfully at any time;
  
- (v) A Member said the proposals in Paper No. 19/2019 were nothing new. There were often coupled-set vehicles for Route No. 614 when it had just been launched. Later, it was split into Route No. 614P. He said there was often congestion at many junctions in the Tuen Mun District during peak hours and Route No. 614 would pass through ten odd schools. Therefore, it was difficult to satisfy the passengers' demand when it was after school. He requested the MTR to clearly explain for which time slots Route No. 614 and Route No. 615 would be provided with new coupled-set vehicles. Moreover, he opined that changing the frequency of Route No. 614 and Route No. 615 from every 10 – 18 minutes to 12 – 16 minutes had limited use. He also said the trains of the above routes for Tuen Mun were very crowded when they passed through the Tai Tong Stop and other stops along the routes. However, there were a lot of passengers waiting for the trains on the Yuen Long-bound platform at the Siu Hong Stop even during non-peak hours. He also said the use of coupled-set vehicles for (the routes) could enhance the travel efficiency and reduce traffic congestion on roads.
  
- (vi) A Member said it was asked in Paper No. 31/2019 about the allocation arrangement and implementation timetables of the other eight new vehicles and hoped the MTR could make a reply. She said she agreed with the provision of coupled-set trips for Route No. 505 and hoped there would be the same



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arrangement for Route No. 507. She also said there were often coupled-set trips during non-peak hours and hoped the MTR would provide more coupled-set vehicles during peak hours too. Moreover, she said changing the frequency of Route No. 614 and Route No. 615 from every 10 -18 minutes to 12 – 16 minutes would lengthen the shortest waiting time of the above routes so she hoped the MTR would re-consider the arrangement concerned;

- (vii) A Member said she had requested the provision of higher frequency for Route No. 614 and Route No. 507 for many years but in vain. The proposals in Paper No. 19/2019 had limited uses at present. She queried about the arrangement on the change of the frequency of Route No. 614 and Route No. 615 by the MTR, and said the frequency of the above routes should remain at every 10 minutes at least. For example, she said the trains of Route No. 507 were very crowded when they got to the On Ting Stop and a lot of passengers could not get on the trains. However, there were often coupled-set vehicles running in the evening and non-peak hours but the services during peak hours did not increase. She said it was unacceptable that the proposals in Paper No. 19/2019 did not provide an overall increase in the LR frequency and coupled-set services during peak hours so she requested the MTR to improve. She also said the information from the display panel of train frequency at the LR platforms was not accurate and requested the MTR to make improvement; and
- (viii) A Member said the proposals in Paper No. 19/2019 would make the frequency of Route No. 614 and Route No. 615 during peak hours much lower so it was not good. Maintaining the current situation would be better.

22. Mr KOO of the MTR said that as the new LR vehicles would be commissioned soon, the MTR wanted to avoid the congestion of the LR system from worsening at the time of the provision of more LR vehicles. Therefore, the proposals in Paper 19/2019 were aimed at finetuning the current LR services but not providing a major change. On the frequency adjustment of Route No. 614 and Route No. 615, the MTR found it necessary to improve the situation of system congestion. Otherwise, the provision of more LR vehicles could hardly increase the capacity effectively. As the LR operation would easily be affected by the traffic conditions on the roads, there would be inaccurate information on the display panel of train frequency. The MTR wanted to improve the current situation of uneven frequency and shorten the overall waiting time after the unification of frequency. He also said that before and after implementation of new

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frequency arrangement, the number of vehicles for Route No. 614 and Route No. 615 would remain unchanged. As there were only two vehicles in the first new LR vehicles commissioned, they were arranged for Route No. 610 and Route No. 751 first. The department concerned of the MTR was currently fighting for the arrangement of a total of four vehicles to be commissioned within this year. If everything went smoothly, it was planned that the third and fourth new vehicles would be used for the provision of coupled-set vehicles in Route No. 614 and Route No. 615. On the allocation arrangement of other new vehicles, the MTR would refer to Member's comments and make further decision subject to the LR operation when the vehicles concerned were shipped. Then they would report to the Members again. Moreover, when the new vehicles were commissioned after the improvement of frequency, the ratio of LR coupled-set vehicles would increase from 36% to 49% in response to Member's requests. The MTR also noted Member's comments on continuing to purchase new vehicles and there would be further study.

23. Ms LAM of the MTR said the arrangement of unified frequency for Route No. 614 and Route No. 615 during the morning peak hours was aimed at providing more even frequency and reducing the passengers' waiting time. Moreover, there were about four trains in Route No. 614 and Route No. 615 respectively during the morning peak hours (within one hour) at present and it would remain unchanged after implementation of the new frequency. Subject to the shipment time of the new LR vehicles and the progress of test after their arrival to Hong Kong, the MTR hoped there would be one more coupled-set vehicle to run in Route No. 614 and Route No. 615 respectively within this year.

24. Mr TO of the TD said the department and the MTR had noted Member's comments. The ten new LR vehicles would be shipped in stages, and the third and fourth new vehicles would be arranged to provide services for Route No. 614 and Route No. 615. The department noticed there was uneven frequency during peak hours in some LR routes. He hoped the frequency would be straightened out first before arrival of the new vehicles to enhance the LR efficiency of the new vehicles and increased the capacity of the LR, thus satisfying the demand of the community. He emphasised that resources of the overall LR routes would not be cut and hoped Members would understand. On the allocation arrangement of the other new vehicles, the department would report to Members again.

25. Members made the second round of comments and enquiries on this issue as

follows:

- (i) A Member said, in order to make the frequency of Route No. 614 and 615 more even, the frequency should be adjusted to every 10 – 16 minutes instead of lengthening the waiting time to 12 minutes. She said this proposal was not convincing and queried whether the MTR had ever achieved a frequency of every 10 minutes. Moreover, she said the MTR had obtained the data on the capacity of all LR routes and opined that even though the shipment timetable of the other new vehicles was not available at present, there should be explanations for which route the new vehicles would be arranged;

(At this point, the Chairman returned to the conference room and resumed the chair.)

- (ii) A Member asked whether the first two new vehicles for Route No. 715 and Route No. 610 would be used to increase frequency or coupled-set vehicles. The Member queried if they were used to increase frequency, the LR system would be more congested. Moreover, the Member welcomed the MTR's plan to increase the frequency of coupled-set vehicles and hoped the other new vehicles would be used to increase the frequency of coupled-set vehicles for Route No. 505 and Route No. 507. The Member also requested the MTR again to provide explanations in which frequency the new coupled-set vehicles would be implemented for Route No. 505;
- (iii) A Member said there would be great impact on the residents if the waiting time for Route No. 614 and Route No. 615 increased by two minutes. The Member queried whether the MTR made the change because they had not achieved the original frequency so the proposal was not acceptable;
- (iv) A Member criticised that coupled-set trips in Route No. 614 were rare and the MTR's response did not mention the improvement measures of Route No. 507. The Member said that the TD should study how to reduce the problem of LR trains causing obstruction to the roads;
- (v) A Member said population in the Tuen Mun District had been increasing so the TD's measure to straighten out the frequency only could not overcome the problem in the long run. Moreover, the department should consider to introduce double-decked LR vehicles or provide elevated or underground LR services. Otherwise, the current LR system would be overburdened one day;

and

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- (vi) A Member asked about the number of LR trips at individual frequency and said Route No. 751 and Route No. 610, which would be provided with new vehicles, passed through the Tuen Mun Hospital. It was hoped the MTR would state the impact that the change of frequency would cause on the patients and their family members. The Member also asked whether the MTR would replace the train frequency display panels on LR platforms.

26. Mr KOO of the MTR said the main proposal in Paper No. 19/2019 was the provision of new vehicles with minor change in the frequency of Route No. 614 and Route No. 615 to unify the frequency of the two routes during peak hours. As there was congestion of the above routes in different sections of roads causing unstable frequency, the MTR raised the proposal to change the frequency and hoped that the frequency of the trains would be more punctual. Moreover, he said that the first two new vehicles would be used for the provision of more trips of coupled-set vehicles and Route No. 505 would also be provided with coupled-set vehicles. On the allocation arrangement of the other new vehicles, there would be decision depending on the shipment conditions of the vehicles. He hoped Members would understand and continued to say that after the frequency of Route No. 751 and Route No. 610 were provided with coupled-set vehicles, passengers going to the Tuen Mun Hospital would also be benefited. The MTR had a plan to replace the train frequency display panels on LR platforms. Upon completion of the works, more information would be shown to the convenience of passengers.

27. A Member reiterated that the provision of coupled-set vehicles could enhance the train efficiency and reduce the congestion to the road traffic. He also said the TD should study the provision of elevated LR tracks.

28. Ms LAM of the MTR added that considering the limitation of the actual traffic conditions, adjusting the frequency of Route No. 614 and Route No. 615 to every 12 – 16 minutes was the most feasible proposal. Moreover, the arrangement of the first two LR vehicles for Route No. 610 and Route No. 751 was made mainly because the capacity of the two routes during the morning peak hours was relatively higher (i.e. demand was greater).

29. The Chairman requested the TD and the MTR to consider Members' comments.

(C) **Request for Measures to Improve Road Safety of Transport Junctions where Tracks and Carriageways Overlap**

**(TTC Paper No. 20/2019)**

**(Reply from Highways Department)**

**Proposal to Elevate Light Rail Tracks at Lam Tei, Nai Wai and Chung Uk Tsuen Stops**

**(TTC Paper No. 23/2019)**

30. As the contents of the above issues were related, the TTC agreed to discuss them together. The Chairman said the Highways Department (“HyD”) had submitted a written reply before the meeting and the Secretariat distributed the reply concerned to Members on 13 March 2019.

31. The first proposer of the Paper No. 20/2019 said that during the discussion of the rationalisation of LR routes last year, the accident which happened at the LR junction between Tuen Mun Heung Sze Wui Road and Hoi Chu Road on 14 February 2019 was also discussed. Accidents might happen at all the junctions between LR tracks and roads. He asked the MTR about the progress on the investigation of the accident which happened on 14 February 2019 and said people had different stories on the causes of the accident. Some said the bus driver of Citybus involved ran the red light while some said the traffic lights at the junction of the LR track involved were out of order. He requested the TD and the department concerned to give priority to the handling of the problem at the above junction (including safety problem, and the traffic congestion problem during the morning peak hours.) He hoped the department concerned would improve the above junction together when considering to improve the safety measures at the junction of the above LR track. He also said there had been accidents involving LR for two consecutive months including the accident mentioned in the above Paper No. 23/2019 so it was worrying.

32. The first proposer of the Paper No. 23/2019 said the proposal to elevate the LR tracks had been discussed at the TTC for many times. Although the department concerned said it was not feasible to elevate the current LR tracks or operate underground at the technical and actual operation levels, the LR tracks in Pui To Road and Tsing Lun Road were elevated at present. He said traffic accidents in the area of the Lam Tei Section had caused at least three deaths since 1988. There were seven junctions from the Chung Uk Chuen LR Stop to the junction of Tin Ha Road alone. There were also heavy vehicles travelling along Tin Ha Road giving pressure on the LR drivers and causing accidents easily.

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However, the department concerned turned a deaf ear to the above situation. He said there was a need to reserve sufficient space on the road when developing the LR network in the future. After the Hung Shui Kiu New Development Area and the Lam Tei Quarry Site were further developed, the traffic at that location would be busier. Therefore, the government should study the elevation of the tracks between the Lam Tei LR Stop and the Chung Uk Tsuen LR Stop to connect the proposed Hung Shui Kiu West Rail Station and reserve some space to widen the Castle Peak Road. Moreover, he said there were many LR tracks in the Tuen Mun District suitable for elevation to reduce the opportunities of causing impact on the traffic and accident. Therefore, he hoped the department concerned could conduct study as soon as possible.

33. A Member said the LR was commissioned thirty years ago and had been aging. The safety design of the junctions at the LR tracks was insufficient but the department concerned tended to make improvement only after accidents happened. He said he had been a member of the LR Liaison Committee of the Yuen Long and Tuen Mun Districts and knew that the situation in the area of Yuen Long Main Road was more serious. He was very dissatisfied with Mr TO of the TD who left the meeting before the discussion about this issue. He also hoped the Chairman could invite senior members of the MTR to attend the meeting to discuss this issue. If the situation had not been improved, the problem would be more serious after the Hung Shui Kiu New Development Area was further developed in future.

34. A Member said he supported the elevation of LR tracks. For example, the LR tracks caused obstruction to the traffic in the Yuen Long District thus causing serious traffic congestion problem. If the LR tracks were not elevated in the Yuen Long District, the traffic congestion problem would be extended to the Tuen Mun District. Moreover, he said the right of way of the LR would make motor vehicles stop abruptly to give way thus causing accidents easily. He hoped the MTR would make a review.

35. The Chairman said it was difficult for him to stop the representatives of government departments from leaving the meeting earlier. Moreover, the TTC would write to the Commissioner for Transport to urge the department and the department concerned to send representatives to attend the meeting when the TTC discussed the issue related to the LR.

Secretariat

(Post-meeting note: the letter concerned was sent on 9 April 2019.)

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36. Ms LAM of the MTR said the MTR had examined the related record of the accident which happened on the night of 14 February 2019 and confirmed that the driver involved was driving forwards according to the traffic lights. The MTR and the department concerned carried out thorough investigation after the accident and confirmed that the traffic lights and LR signal lights at the junction involved were operating normally. She said the MTR and the government would make regular reviews to see how to enhance the safety at the LR crossings and traffic junctions. She indicated that the traffic lights and the LR signal lights at the junctions of the LR tracks needed coordination with each other. When the works of new junctions and traffic lights were completed, they needed to go through the tests of the government department concerned. On the “Study of Improvement on the Operation of Junctions at the LR Tracks by the MTR” mentioned in Paper 20/2019, she pointed out that the MTR mainly focused on the traffic lights at several busy junctions and studied with the TD how to make the traffic lights more accurate to match the crossing time of the LR to reduce the situation of LR causing obstruction to road traffic and had nothing to do with travel safety. On whether to elevate the LR tracks or build them with other methods, it would be considered by the department concerned as it involved the overall routes and change of infrastructure of the LR.

37. The Chairman said that when the LR was built 30 years ago, the TMDC had requested that all LR tracks should be elevated. Owing to the objections from the government, the current situation appeared at last so he hoped the department concerned could make improvement.

38. The first proposer of Paper No. 23/2019 said the MTR’s response had avoided the demand for elevated LR tracks in the vicinity of Lam Tei. He pointed out that there were many fatal accidents at that location in the past. Although there was no way to elevate the LR tracks at the section of roads concerned immediately, the department concerned should study on it.

39. The Chairman understood that the design of the junctions at LR tracks had inherent deficiency. Nevertheless, Members requested the MTR and the department concerned to make improvements at the traffic blackspots and locations where accident would happen easily.

40. Mr MA Yik-kau, Victor of the TD said the TD and the Housing Bureau released a report on Public Transport Strategy Study in June 2017. The HyD was following up

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the proposals in the report (including elevating two LR junctions situated in Tuen Mun). It was believed the HyD would further respond to the works concerned. Moreover, the TD paid much concern about the safety at the LR junctions and had paid site visits of the junctions of Tuen Mun Heung Sze Wui Road and Hoi Chu Road and the Hung Shui Kiu Section of the Castle Peak Road and Yick Yuen Road. At present, there were traffic lanes for left turn, independent stop lines and traffic lights at the above two junctions to show to motor vehicles that they could cross the LR tracks under safe conditions. He said the arrangement of the traffic lights at the junctions was clear and in compliance with safety standard.

41. The Chairman said the TD should respond directly whether there would be a study to elevate the junctions at the LR tracks where accidents happened easily.

42. Mr CHAN Yuen-hang, Jason of the Civil Engineering and Development Department (“CEDD”) said the department had commenced a feasibility study on the environmentally friendly transport services at the Hung Shui Kiu New Development Area and the adjacent area. The study would explore different models of environmentally friendly public transports, including the feasibility on the implementation of track and road drive models at the Hung Shui Kiu New Development Area and the adjacent area and the most possible routing. The study would also consider to connect the environmentally friendly transport service to the existing Tin Shui Wai West Rail Station, LR Stop and the proposed Hung Shui Kiu West Rail Station. The above study was being conducted. Pending completion of preliminary assessment, it was expected the department would carry out the phase one consultation in the first half of 2019 and then consult the TTC in due course.

43. Mr WU Fan of the HyD said that as stated in the written reply from the department, the department was studying the feasibility of improvements at the two busy LR junctions in the Tuen Mun District (including Tsing Lun Road near the Tuen Mun Primary School and the intersection between Hoi Chu Road and Tuen Mun Heung Sze Wui Road) in order to reduce the need for sharing roads by the LR and other road users. The study concerned would take about two years to complete. Pending the study findings in stages, the department would consult the TMDC in due course.

44. The first proposer of Paper No. 23/2019 criticised the written reply from the HyD for not mentioning the demands in the above paper, giving no regard to the fatal accidents caused by the LR in the vicinity of Lam Tei.



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45. The first proposer of Paper No. 20/2019 requested the Citybus to respond to the accident which happened on 14 February 2019. He also asked about the commencement and completion dates of the feasibility study by the HyD.

46. Mr Brian LAM of the Citybus said details of the accident which happened on 14 February 2019 were being handled by the police. Somehow, the Citybus would remind the bus captains to pay extra attention when passing through the section of road concerned.

47. The Chairman requested the Citybus to report to the TTC after the accident investigation was completed.

48. Mr NG of the HyD said the department would provide supplementary information after the meeting.

(Post-meeting note by the HyD: the technical feasibility study mentioned in the written reply submitted by the HyD before the meeting had commenced in January 2019 and would be tentatively completed in the fourth quarter of 2020)

49. The Chairman concluded that the MTR and the department concerned were requested to consider Members' comments and give priority to the consideration of improvements at the junctions with LR tracks where accidents would happen easily.

**(D) Request for the MTR Corporation to Develop a Mobile Application on Feeder Bus Arrival**  
**(TTC Paper No. 21/2019)**

50. The first proposer of the paper who was also the Chairman said there were often traffic congestion in the Castle Peak Road causing unstable arrival of MTR feeder buses of Routes K series. Therefore, it was hoped the MTR could develop a mobile application on feeder buses to let citizens arrange their departure time.

51. Members made comments and enquiries on this issue as follows:

- (i) A Member agreed with the contents of the paper and said the MTR launched the mobile application of Next Train in 2012, which could show the arrival time of most MTR routes. However, the LR and MTR feeder buses had not been covered seven years later. As the arrival time of the buses would be affected by road conditions easily, the mobile application would be very helpful to bus

## Action

passengers. He said he had submitted a paper and raised similar request last year and the MTR said they would continue the study so he asked the MTR about the progress;

- (ii) A Member said the frequency of Route K51 was not even. If the MTR launched a mobile application, it could provide convenience to the passengers to let them know the bus arrival time before leaving home. He also suggested that the MTR should provide display panels at bus stops to show the bus arrival time;
- (iii) A Member said the use of mobile application to show the bus arrival time could provide convenience to citizens so it should be implemented as soon as possible. She suggested that apart from Route K feeder buses mentioned in the paper, all MTR feeder bus routes and LR should be covered;
- (iv) A Member said the MTR had been requested to develop the mobile application concerned. The Member requested the MTR to implement the measure as soon as possible; and
- (v) A Member said there were many transport operators which had launched similar mobile applications at present. The Member suggested that the MTR should refer to what other companies did.

52. Ms LAM of the MTR said the MTR had been aware of Members' requests on the captioned issue. The MTR was conducting a series of studies and designs to enhance bus services, including mobile application on real time estimate of bus arrival. The above study had come to the final stage and would be tested gradually. However, on the real time estimate of LR arrival system, the MTR was still studying the technical details concerned so there was no implementation timetable. They would continue to follow up.

53. The Chairman requested the MTR to consider Members' comments.

- (E) **Request for More Buses Running on Bus Route No. 61M**  
(TTC Paper No. 22/2019)  
(Reply from The Kowloon Motor Bus Company (1933) Limited)  
**Objection to Using the Provision of Bus Route No. 61A as an Excuse to**  
**Reduce the Frequency of Bus Route No. 61M during Peak Hours**  
(TTC Paper No. 30/2019)  
(Reply from The Kowloon Motor Bus Company (1933) Limited)

54. As the contents of the above issues were related, the TTC agreed to discuss them together. The Chairman said the KMB had submitted a written reply before the meeting and the Secretariat distributed the written reply concerned to Members on 14 March 2019.

55. Mr LIU of the TD said that in the Bus Route Planning Programme 2019-2020 for Tuen Mun District, the department proposed rationalisation of the current resources of Route No. 61M to launch a short haul service of Route No. 61A to travel between Yau Oi (South) and the Tuen Mun Road Bus-bus Interchange for more effective uses of the current resources. The department noticed that some passengers of Route No. 61M chose to change other routes at the Tuen Mun Road Bus-bus Interchange to travel to different locations. In light of the passengers' travel model, the Member suggested that some buses for Route No. 61M would be withdrawn for the operation of the short haul service of Route No. 61A. With the combined frequency of Route No. 61M and No. 61A, the overall service between Yau Oi (South) and the Interchange would then be strengthened. The department noted Members' concern about the above rationalisation proposal which would reduce the frequency of Route No. 61M travelling to and from Lai King, thus asking for additional resources to launch Route No. 61A. The department would refer to Members' comments, examine the passengers' demand for Route No. 61M and reviewed the appropriateness of the proposal concerned with the bus company.

56. The first proposer of Paper No. 22/2019 who was also the Chairman said the population along the Castle Peak Road was increasing so there should be a circular route travelling to and from the Interchange. On this, a Member suggested that the TD should launch a circular route with new resources instead of launching Route 61A by cutting the frequency of Route 61M. Therefore, the TD's proposal was against Members' original intention. It was believed other Members would not agree with the department's proposal. He said there were still many intakes of housing estates along the Castle Peak Road so the transport service would not be sufficient. On one hand, the TD allowed the bus company to launch new routes in other districts but plan to withdraw the resources of

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Route No. 61M to launch the new Route No. 61A on the other hand. It was not fair to the residents so he reiterated that the department should launch Route 61A with new resources.

57. The first proposer of Paper No. 30/2019 said residents along the Castle Peak Road were very concerned about the captioned issue. Although the TD said the launch of Route No. 61A could provide more effective use of resources and facilitated the residents travelling to the Interchange, residents of the area concerned opined that with increasing population along the Castle Peak Road, the department not only did not improve the external transport along the Castle Peak Road but instead forced the residents to travel to the Interchange and change buses by launching Route No. 61A. It was hoped the KMB could understand the feelings of the residents. She said 2,000 residents' signatures were given to Mr LIU of the TD and the KMB's representatives before the meeting today. All the signatures concerned were collected by residents from the housing estates along the Castle Peak Road on their own initiatives. This could well prove that the captioned issue affected the residents of the district very much. She continued to say that there were many housing estate which had contacted her to countersign for the objection to the plan concerned, including the Aegean Coast, Sea View Garden, Hanford Garden, Castle Peak Bay Garden and NAPA. The incorporated owners of the Aegean Coast had also written to the TD to express their dissatisfaction with the captioned plan. Moreover, she queried that what Mr LIU of the TD had said about many passengers of Route 61M alighting at the Interchange was not true. She said many passengers got on Route 61M at the Interchange. Therefore, the captioned plan would also affect the passengers who would travel to the area of Tsuen Wan and Lai King from Tuen Mun. Furthermore, she said there were 7 to 11 trips of Route 61M only during the morning peak hours at present. She queried that even if some resources were withdrawn to launch Route No. 61A, there were limited trips of buses going to the Interchange from the Castle Peak Road. She said the KMB might raise the captioned plan for commercial reasons but the TD should have acted as a gatekeeper and should not show preference to the bus company. She emphasised that if the TD insisted on the implementation of the captioned plan, she would escalate the objection.

58. Mr LIU of TD noted Members' comments on the captioned plan and said the department would consolidate the comments from different stakeholders and review the appropriateness of the plan concerned.

59. A Member reminded Mr LIU of the TD that when mentioning the bus route

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numbers and their service areas, the supplementary route numbers and service areas of the routes concerned should be clearly expressed to avoid causing misunderstanding to citizens.

60. The Chairman said Members did not agree with the resources of Route No. 61M being withdrawn to launch Route 61A but they had no objection to the use of new resources to launch Route 61A. He also requested the representatives of the KMB to respond to the captioned issue.

61. Mr TANG of the KMB said that as the company observed, the patronage of Route 61M was usually low when it departed from the Interchange. Therefore, the original intention of the captioned plan was to better use the current bus resources to strengthen the transport service along the Castle Peak Road and the Interchange. The KMB understood the comments and concern of the Members and residents on the captioned plan. They would study with the TD to provide more information related to the captioned plan to deepen the stakeholders' understanding of the captioned plan.

62. The Chairman said he had suggested launching a circular route to and from the Interchange long time ago. He also pointed out that many passengers got on Route No. 61M at the Interchange so the KMB could still receive additional income at the Interchange.

63. A Member said the launch of Route 61A was supported but if the TD withdrew the resources of 61M to launch Route 61A, it was unfair to the Tuen Mun residents so there would be objections.

64. Mr LIU of the TD noted Members' comments and said they would review the appropriateness of the proposal concerned.

65. The Chairman requested the TD to report on the progress at the special meeting on 9 April 2019.

TD

(F) **Request for the KMB to Honour its Pledge to Provide Bus Services Running from Tuen Mun to Tai Po**

(TTC Paper No. 24/2019)

(Reply from The Kowloon Motor Bus Company (1933) Limited)

**Request for Routes Running from Northwest Tuen Mun to Tai Po**

(TTC Paper No. 26/2019)

(Reply from Transport Department)

(Reply from The Kowloon Motor Bus Company (1933) Limited)

66. As the contents of the above issues were related, the TTC agreed to discuss them together. The Chairman said the TD and the KMB had submitted written replies before the meeting and the Secretariat distributed the written replies concerned to Members on 13 March and 14 March 2019 respectively.

67. The first proposer of Paper No. 24/2019 said the paper was submitted to follow up the progress on the launch of Route 263C. According to the written reply from the KMB, the above route would be commissioned in the second quarter of this year so he asked about the exact date of commission. He said Route 263A which was launched last year only provided one trip in the morning and afternoon respectively. He asked whether the frequency would be reviewed in light of the patronage. Moreover, as the situation of Route 263C was similar to Route 263A, he also asked about the timetable to review the frequency of Route No. 263C. He pointed out that Tuen Mun residents generally welcomed the launch of a bus route going to Tai Po. If the increase of frequency would provide more convenience, he hoped that in the long run there would be bus routes going to Tai Po from different areas of Tuen Mun with the arrangement of whole day service.

68. The first proposer of Paper No. 26/2019 felt regret for the TD ignoring the demand of the residents in northwest Tuen Mun for travelling to Tai Po and expressed strong condemnation. She said the demand in the paper was raised ten odd years ago. Although the TD launched Route No. 263C going to Tai Po from southeast Tuen Mun, it could not satisfy the demand of the residents in northwest Tuen Mun. She had also requested that Route No. 263C should pass through the Tai Po Industrial Estate but the department did not respond to the request. She asked the TD to explain how they had paid attention to the demand of the residents in northwest Tuen Mun for travelling to Tai Po for ten odd years. She also said the population of the area was aging. Asking the residents to change buses at the Interchange would cause inconvenience.

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69. A Member said residents in northwest Tuen Mun had strong demand for transport service going to the New Territories North and New Territories East. Although the residents could travel to Sheung Shui and changed buses at present, the supply of the service of the minibuses for Sheung Shui had been short of demand. She said Tuen Mun residents went to the Tai Po Industrial Estate for work mainly. At present, the destination of Route No. 263C at the Tai Po Centre was apart from the Tai Po Industrial Estate at quite a distance. Therefore, she suggested that Route No. 263C should be extended to the Tai Po Industrial Estate. She also suggested launching another route which would depart from the Leung King Estate and go to Tai Po via the area of the Po Tin Estate and the Yan Tin Estate.

70. A Member said he had submitted a paper ten odd years ago to request the launch of a bus route going to Tai Po from northwest Tuen Mun. Therefore, he asked the TD to respond to the above request immediately.

71. Mr WAN Wai-yim of the KMB said the KMB was carrying out preparation works for Route No. 263C. It was expected the route would be commissioned in the second quarter of this year. Then they would report to Members again. The KMB would review the frequency arrangement depending on the patronage after the launch of the route.

72. Mr LIU of the TD said the preparation works of Route No. 263C was being carried out. The department noted Members' request to extend Route No. 263C to the Tai Po Industrial Estate and their comments on the launch of a bus route going to Tai Po from northwest Tuen Mun.

73. Members made the second round of comments and enquiries on this issue as follows:

- (i) A Member requested the TD again to explain how they had paid attention to the demand of the residents in northwest Tuen Mun for travelling to Tai Po for ten odd years, and said if the KMB was not willing to launch the route from northwest Tuen Mun to go to Tai Po, the route could be launched by other operators;
- (ii) A Member said he had fought for the launch of a route to go to Tai Po from northwest Tuen Mun for twenty odd years but the TD had ignored the demand of the residents and protected the interest of the bus company only. Therefore, he requested the department to implement the above request in the Bus Route Planning

Programme for this year;

- (iii) A Member requested the TD to respond to the request for the launch of a bus route going to Tai Po from northwest Tuen Mun at the special meeting on 9 April 2019. He suggested that the above route should pass through the Leung King Estate, the Kin Sang Estate and the Shan King Estate. He said many Tuen Mun residents went to Tai Po for work so it was believed the route was lucrative; and
- (iv) A Member said the TD had suggested the launch of a bus route going to Sheung Shui from Tuen Mun Area 54 in the Bus Route Planning Programme for this year and opined that the route concerned could be extended to Tai Po.

74. The Chairman requested the TD and the KMB to consider Members' comments.

(G) **Request for Bus Companies to Make Improvement Regarding the Breakdown of their Computerised Driver Assignment System**

**(TTC Paper No. 25/2019)**

**(Reply from The Kowloon Motor Bus Company (1933) Limited)**

**Request for the Transport Department to Follow Up on the Breakdown of the Driver Assignment System of the KMB and LWB and Call for Franchised Bus Companies to Provide Inter-company Interchange Concessions**

**(TTC Paper No. 29/2019)**

**(Reply from The Kowloon Motor Bus Company (1933) Limited)**

75. As the contents of the above issues were related, the TTC agreed to discuss them together. The Chairman said the KMB had submitted a written reply before the meeting and the Secretariat distributed the written reply concerned to Members on 14 March 2019.

76. The first proposer of Paper No. 25/2019 said that as most of the Tuen Mun residents relied on the KMB and railway to go to work or school, the breakdown of the driver assignment system ("breakdown") of the KMB and the LWB on 18 February 2019 had great impact on the Tuen Mun residents. However, many residents and district councillors came to know the breakdown from the news or upon arrival at the Interchange only. He opined that the breakdown was handled improperly. He said other government departments such as the Water Supply Department also had established a mechanism through which district councillors would be notified of any unexpected events so that they could inform the residents affected. He asked whether the mobile



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application of the KMB and the TD had issued notifications to users on the day of breakdown, and whether there were alternative arrangements of transport service on the day of breakdown, e.g. special bus service that by-passed the Interchange for the citizens to go to the urban areas directly. He further asked whether the bus company had communicated with the railway company to increase the frequency of trains to pick up passengers. He said the driver assignment arrangement of the bus company deserved concern indeed but the formulation of better incident contingency measures was more important. He requested the bus company to provide detailed explanations for the breakdown.

77. The first proposer of Paper No. 29/2019 said she was dissatisfied with the KMB for being four hours late in releasing the news to the public on the day of breakdown. She said the TD had mechanism to request the MTR to release the news to the public for any incident within the specified time. She asked whether the mechanism concerned could apply to bus companies. She criticised the KMB for having no back-up information system despite handsome profit every year, which was really not acceptable. She said the KMB hid the incident on the day of breakdown, thus causing great impact on citizens. The KMB should make compensation and apologies to the citizens. She also requested the KMB to review the breakdown, update the information system and respond to the requests in the paper.

78. Members made comments and enquiries on this issue as follows:

- (i) A Member said it was very chaotic on the day of breakdown. She came to know the incident through residents' notification and online social network only, which was really not good. She said the KMB did not have back-up arrangement for the breakdown of the information system at all and lacked sense of crisis, thus affecting a lot of residents. She also pointed out the KMB should review the computer system again, work out a contingency plan and follow the Water Supply Department to inform citizens of unexpected events with mobile application;
- (ii) A Member said many citizens lost good attendance bonus for being late for work on the day of breakdown. She asked whether the KMB would make compensation, e.g. providing free travel concession for one day. She said the KMB should release the news to the public immediately when the incident happened at mid-night to let citizens change other means of transportation for work. She continued to say that the driver assignment system was very

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important to the operation of the KMB. It was an essential investment so it should be updated with a back-up system as soon as possible. Therefore, she requested the KMB to replace the above system immediately;

- (iii) A Member said it was very chaotic on the day of breakdown and criticised the KMB for lacking sense of crisis. She opined that the TMDO should have been notified of the breakdown at least and then all members of the TMDC would be informed through the Working Group on Community Crisis Management. She said the KMB as a public transport operator should have good crisis management. The citizens' requests were very simple. They just wanted means of transport to let them go to work on time. She learned that the computerised driver assignment system was the responsibility of an outsourced contractor. She said the KMB should not rely on the computer system too much. Instead, they should reserve sufficient manpower for emergency contingency. She requested the KMB to explain in details on the course of the breakdown and the contingency measures to be taken when handling unexpected events in future; and
- (iv) A Member said that under satisfactory conditions, the accuracy in the use of computer system should be higher than manual operation, and the use of the computer system developed by an outsourced contractor was understandable. He asked whether the KMB's computerised driver assignment system had a back-up plan, and about the contingency measures during the system breakdown.

79. Ms LEUNG of the KMB expressed apologies for the impact on the affected passengers caused by the disrupted services in the breakdown on behalf of the KMB. She said that after the breakdown of the system was found that day, the KMB immediately carried out urgent repair and activated emergency contingency measures, including the provision of information through the KMB mobile application, web page and customer service hotline, hoping to reduce the impact on passengers. KMB noted many Members' comments on their release of information and would deeply review and seriously follow up this matter. The KMB had made a full examination of internal systems and would review the current emergency contingency measures in order to prevent recurrence of the similar incidents.

80. The Chairman requested the KMB to respond whether they had informed

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government departments such as the TD and the police on the day of breakdown.

81. Mr WAN of the KMB said the KMB had notified the government departments concerned on the day of breakdown but recognised that it was a bit late. The Computer Department of the KMB had special staff to monitor the driver assignment system, and the system itself had back-up system. The KMB also had contingency plans targeted on system breakdown. He agreed that the incident on the day in question was not satisfied and the driver assignment system and the related contingency plan would be examined again. Moreover, the KMB had explained the conditions on the day of breakdown and expressed apologies for the incident again.

82. The Chairman said he hoped the KMB would contact government departments as soon as possible for any incidents in future in order to inform citizens.

83. Members made the second round of comments and enquiries on this issue as follows:

- (i) A Member asked about details of the KMB's incident notification mechanism and the back-up plans;
- (ii) A Member asked about the role the TD played on the breakdown, including the time they learned of the incident, how they monitored it and whether there was a mechanism provided as emergency support (just like the MTR with a good mechanism) on the day in question. Moreover, she pointed out that a lot of citizens lost valuable time or even good attendance bonus owing to the breakdown and asked whether the KMB would make compensation;
- (iii) A Member said the KMB's reply was very vague and did not mention details of the notification mechanism, why the back-up system did not work fully on the day of breakdown, the plan of handling the similar incidents in the future and when the review on the breakdown would be completed. She requested the KMB to provide explanations to the TMDC on the review timetable of the breakdown and details of the notification mechanism;
- (iv) A Member said the breakdown affected all the Tuen Mun and Yuen Long residents so it was very serious. The KMB and the TD should work together to review how similar incidents would be handled. She continued to say that a lot of citizens were stranded at the Interchange on the day of breakdown

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puzzled. Therefore, she requested the department concerned to release the contingency measures for the similar incidents to the district councillors and citizens as soon as possible;

- (v) A Member said TMDC members of two parties submitted papers on the breakdown but the written reply from the KMB and replies at the meeting were too brief and could not show whether the company had conducted a deep review on the breakdown. Therefore, she requested the KMB to provide supplementary information again. Moreover, the KMB mentioned in the written reply that a report had been submitted to the TD on the breakdown. She requested the TD to respond whether the KMB had reported on the review finding of the breakdown and how to handle similar incidents in the future in the report; and
- (vi) A Member asked about the KMB's review direction and learned that the KMB was still using the old Windows 7 system so he wanted to know the KMB's review direction on the technical level. He also pointed out that after the KMB changed to use the computerised driver assignment system, the manpower in charge of driver assignment by manual operation was cut drastically. There were no special staff in charge of driver assignment at the Tuen Mun depot. They were taken up by inspectors concurrently. He asked whether the KMB had increased the manpower for the driver assignment by manual operation and provided a regular post in charge of driver assignment at the Tuen Mun depot. Moreover, he asked whether the TD would set more stringent requirements on the KMB for the driver assignment system and the manpower in charge of driver assignment.

84. Mr Damon LEUNG of the TD said the department expressed deep concern about the breakdown. The TD did not receive KMB's notification on the morning of the breakdown. After learning of the incident from other channels, the department raised the operation level of the Emergency Transport Co-ordination Centre immediately, increased more manpower to contact other public transport operators and arranged for field officers to pay inspections at major bus stops and made suitable traffic arrangements, and released the news of the incident on the radio at 8:40 a.m. on the day in question. At the time, the TD requested the KMB to repair the system concerned, deploy buses to pick up passengers and send staff to maintain order at major bus stops as soon as possible. On the other hand, the TD had coordinated with other public

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transport operators to strengthen services. The department had requested the KMB to release the news and inform the department as soon as possible when similar incidents happened in future to let citizens arrange their own travel models in light of the situations. On the matters related to reporting, the KMB had submitted a report to the TD on the breakdown. The department was examining the report concerned and would have further understanding of the incident from the KMB and make a review.

85. The Chairman requested the TD to report to the TTC again after examination of the report that KMB submitted.

TD

86. A Member asked about the exact time when the KMB notified the TD on the day of breakdown, and the time that the TD would need for the examination of the report that the KMB submitted. He further suggested that this issue should be further discussed.

87. A Member asked about the specific contents and improvement plans in the KMB's review of the breakdown. The TD was further asked to provide details of the report submitted by the KMB.

88. Mr WAN of the KMB said the company had conducted reviews on the daily operation of the driver assignment system, back-up system and contingency plans. The KMB informed the TD at about 7 o'clock on the day of breakdown and he admitted it was late to notify the department. He further said there had been special staff in charge of the driver assignment system at the Tuen Mun depot. On the computer system, he said the KMB had used the computer system for driver assignment for more than 20 years. Throughout these years, the KMB had replaced equipment regularly according to the policy on internal information technology. Moreover, he said operation staff faced a lot of pressure when there was an incident. Therefore, he also hoped the driver assignment system would become normal and would be handled properly when problems arose.

89. A Member said the reply from the TD did not provide explanations on the main points of the report submitted by the KMB. She also said the meeting today discussed the breakdown on the aspect of operations and public relations only. As the breakdown had caused great impact on the Tuen Mun residents, she suggested that discussion of this issue should continue and the representative of the information technology section of the KMB should be invited to attend the next meeting for full

discussion.

90. The Chairman said Members could make comments again when the TD submitted a report to the TTC and needed not continue to discuss this issue.

91. A Member agreed with the Chairman's suggestion and further said the KMB and the TD did not have consistent replies on the notification time on the day of breakdown. He asked the TD whether there was a punishment mechanism against the KMB. If negative, whether the terms and conditions concerned could be included in the KMB's franchise agreement.

92. A Member said that if the TTC continued to discuss this issue, the TD should be required to submit a report within two months.

93. The Chairman concluded that Members could make comments again when the TD submitted a report to the TTC and needed not continue to discuss this issue.

**(H) Request for the KMB to Enhance Waiting Facilities  
(TTC Paper No. 27/2019)**

**(Reply from The Kowloon Motor Bus Company (1933) Limited)**

94. The Chairman said the KMB submitted a written reply before the meeting and the Secretariat distributed the reply concerned to Members on 14 March 2019.

95. The first proposer of the paper said the KMB had expressed in the past that the display panels at bus stops and the KMB mobile application would be improved so the paper was submitted to follow up the progress. She said the bus arrival time mobile application was inaccurate from time to time and asked whether the KMB would make a review. Moreover, she said the KMB had replied there were 283 bus stops throughout Hong Kong which were installed with display panels for estimated time of bus arrival, and 300 more bus stops would also be installed with the panels this year. Therefore, she asked about the locations of the 300 bus stops and the timetable of installation. She said the display panels at many bus stops, e.g. the Leung King Estate Bus Terminus had been malfunctioned and pending repair. She asked whether the above plan would cover the replacement of the malfunctioned display panels. She said the KMB's written reply was too simple and requested the company to explain how many more bus stops would be installed with display panels in the Tuen Mun District and the timetable concerned. She also requested the KMB to enhance the accuracy of the mobile application of estimated time of bus arrival and include

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the function of notification on unexpected events.

96. Mr WAN of the KMB said the 300 bus stops to be provided with display panels as mentioned in the written reply would cover all districts of Hong Kong. Later, the Secretariat would be provided with details of the bus stops which would be installed with display panels in the Tuen Mun District. The KMB had requested the company's technical section to follow up the malfunctioned display panel at the Leung King Estate Bus Terminus. He said the above display panel was the first generation of LCD display system, which could show the bus departure time only and was different from the system of estimated time of bus arrival. The KMB had urged the colleagues responsible to follow up as soon as possible. It was believed the repair could be completed within this year. There would be a report if the exact timetable was available. Before the above display panel resumed operation, passengers could know the bus departure time from the display panel of the monthly ticket vending machine at the Leung King Estate Bus Terminus. The KMB noted Members' suggestion on the improvement of the KMB mobile application and would pass it to the colleagues responsible to follow up.

97. A Member said she had written to the KMB for several times asking for follow-up of the malfunctioned display panel at the Leung King Estate Bus Terminus but in vain. At her repeated requests, the KMB put up a sign of "pending repair" at last. She pointed out that it was not convenient for passengers to check the bus departure time from the display panel of the monthly ticket vending machine. The KMB's reply some time ago said there was no spare parts to repair the old LCD display panel so she suggested that the KMB should replace it with a new and larger display panel directly to the convenience of the passengers.

98. The first proposer of the paper said that when the passengers were waiting for a bus, they could not leave the queue to check the bus departure time from the monthly ticket vending machine. As the KMB did not have spare parts to repair the old LCD display panel, they should replace it with a new display panel directly.

99. The Chairman requested the KMB to consider Members' comments.

(I) **Discrepancies between the Current Condition of Noise Barriers (Town Centre Section) and the Contract Details**  
**(TTC Paper No. 28/2019)**  
**(Reply from Highways Department)**

100. The Chairman welcomed Mr CHAN Chi-ming, Lawrence, Senior Engineer

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2/Noise Mitigation of the Highways Department (“HyD”) to the meeting.

101. The Chairman said the HyD submitted a written reply before the meeting and the Secretariat distributed the written reply concerned to Members on 13 March 2019.

102. The first proposer of the paper said that after the works of phase one and phase two of the noise barriers (Town Centre Section) on the Tuen Mun Road were completed, it was not acceptable that there were no noise barriers provided beside the San Hui Market. He said some residents made enquiries at the TMDO and the office replied there would be noise barriers provided at the above location. However, after he carefully examined the plan concerned, he found that there would not be any noise barriers provided at the above location as a matter of fact. He continued to say many residents and the incorporated owners of the Eldo Court had reflected to him recently that they were worried the noise on the Tuen Mun Road would spread upwards after the works of the phase one and phase two completed. Although Mr CHAN of the HyD had explained to him that the materials of the noise barriers had the function of noise mitigation, he opined that only the materials at the lower part of the noise barriers had the function of noise mitigation. The noise could still penetrate through the glass or plastic sheet at the upper part of the noise barriers. He said he himself and the incorporated owners of the Eldo Garden welcomed the HyD to measure the noise level at that location after the works of the noise barriers in the vicinity of the Yick Lee Building were completed. He requested that before the works of phase two of the noise barriers were completed, the HyD should use the reserved fund of the works for the provision of noise barriers beside the San Hui Bridge. He also welcomed the HyD to pay a site visit of that location.

103. Mr CHAN of the HyD said the location about which the proposer of the paper showed concern was situated at the footbridge in the vicinity of the San Hui Bridge linking the footbridge at the Rose Dale Garden and the Kam Hing Building. The department would install noise barriers (semi-enclosures) at that location. He said that during the installation of the noise barriers, there would be piers at the central divider of the Tuen Mun Road so the current traffic lanes needed to move to the left or the right to provide some space for the works. However, the above location had topographical constraints. If the current stairway and piers of the pedestrian footbridge caused obstruction, the department could not close the Tuen Mun Road to carry out the works. Therefore, the noise barriers could not cover the whole Tuen Mun Road up to the end at the San Hui Market. At present, the design of the noise barriers was the most viable plan under the above constraints. He continued to say that as stated in the written reply from the department, the design of adsorptive lining was



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mainly used for the noise barriers to prevent the noise from reflecting to the Eldo Garden. Pending the completion of the noise barriers, the traffic noise at the location could be eased. Moreover, he and his colleagues responsible would follow up the demand of the proposer of the paper for the measurement of noise on site.

104. The proposer of the paper said the surface of the noise barriers was smooth and queried that they had limited effect of absorbing noise. Moreover, as the shape of the noise barriers looked like trumpet openings, he said noise could not be reflected. He pointed out that after the noise barriers in the vicinity of Yick Lee Building were completed, the seriousness of the impact of the noise would be known. He requested the HyD to use the reserved fund of the works for noise barriers to install additional noise barriers to avoid going through the complicated procedure of publication on gazette. On the topographical constraints on the installation of the noise barriers mentioned by Mr CHAN of the HyD, he opined that the car park nearby could be used for the works and there could be discussion with the HyD for temporary closure of the footbridge affected. He said the Eldo Garden was very close to the Tuen Mun Road so it was necessary to install noise barriers for noise mitigation. He requested the HyD again to pay a site visit of that location.

105. A Member agreed with the concern of the proposer of the paper. She said the noise barriers of Wong Chu Road flyover had half height only so the Siu Lun Court was affected by the traffic noise seriously. There had been no improvement so she hoped the same situation would not happen in the vicinity of the San Hui again.

106. A Member asked whether the HyD could reserve the standby fund of the works for the noise barriers to deal with the problem of traffic noise at the Eldo Garden.

107. Mr CHAN of the HyD said the emergency fund of the works concerned could only be used to meet the additional expenditure from the works themselves and could not be used for the projects beyond the scope of works.

108. The Chairman requested the HyD to pay a site visit with the proposer of the paper and asked the Secretariat to provide assistance.

HyD,  
Secretariat

(Post-meeting note: the site visit concerned was paid on 25 April 2019.)

**V. Reporting Items**

**A. Reports by Working Groups Progress Reports of Working Groups as at 28.02.2019**

**(TTC Paper No. 32/2019)**

**(Written Reply from the TD)**

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

109. Members perused the paper.

110. A Member requested the TD to arrange whole day service for Route 62X and expressed dissatisfaction with the Bus Routes Planning Programme for the Tuen Mun District not mentioning the above route.

111. The Chairman requested the TD to give a specific reply on the above request.

112. Members had no other comments so the above working group report was endorsed by the TTC.

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

113. Members perused the paper.

114. The Chairman said that on the issue of requesting the MTR feeder buses of Route Nos. K51, K53 and K58 to enter the Sam Shing Terminus, the working group report had said it was not feasible for the arrangement of Route No. 51 to enter the Sam Shing Terminus. Therefore, he suggested that the terminus of Route No. 58 should be relocated to the Sam Shing Terminus from the Castle Peak Bay to avoid affecting the travel time caused by the bus entering the Sam Shing Terminus midway. He said the MTR had said there was no space for the provision of a bus stop at the Sam Shing Terminus on the one hand, but they launched a new route at the Sam Shing Terminus on the other hand so he requested the MTR to explain. He said the above suggestion would not affect the traffic in the Castle Peak Road but the residents at the Castle Peak Bay could still take Route Nos. K51 and K53 so he said the above suggestion was feasible. He said the widening works of the Castle Peak Road were affected by a judicial review and suspended so there was no provision of lifts at the footbridge connecting the Sam Shing Estate to the inconvenience of the elderly who crossed the road. He said the people who had objection to the above suggestion should provide justifications.

115. Ms LAM of the MTR said she understood the Chairman's request and had paid a

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site visit with the Chairman. Somehow, the relocation of the terminus of Route No. K58 was a major change, which would affect more passengers. Therefore, the MTR said the above suggestion was not feasible.

116. The Chairman emphasised that the Sam Shing Terminus was adjacent to the LR Stop so it was necessary to arrange one of the routes of Nos. K51, K53 and K58 to enter the Sam Shing Terminus.

117. A Member said there were a lot of residents who lived in Tsing Ha Lane so it was not feasible to cancel the terminus of Route No. K58 at the Castle Peak Bay. When the MTR studied the rationalisation of the routes of the feeder buses in the past, they proposed that Route No. K58 should be cancelled but it was found not feasible at last. She said the Chairman had made the above suggestion because he might need to take care of the residents who had special demands. However, there should be thorough discussion before the change to avoid affecting other residents. She did not understand why the Chairman suggested the cancellation of a bus stop where there were many housing estates nearby. As a district councillor of the constituency concerned, she opined that the suggestion was not feasible and she would not agree.

118. The Chairman said that even if the terminus of Route No. K58 was relocated to the Sam Shing Terminus from the Castle Peak Bay, the residents in Tsing Ha Lane could still take Route No. K51 and Route No. 53 but the residents who lived at the Sam Shing Estate and the Hanfold Garden could not take any MTR feeder buses at the Sam Shing Terminus. Therefore, he requested that the three routes of No. K51, K53 and K58 should enter the Sam Shing Terminus.

119. The Chairman said this issue would be passed back to the Working Group on Traffic Problems within Tuen Mun District to follow up.

120. Members had no other comments so the above working group report was endorsed by the TTC.

(B) **Report by Transport Department**  
**(TTC Paper No. 33/2019)**

121. Members perused the paper.

Working  
Group on  
Traffic  
Problems  
within Tuen  
Mun  
District

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

122. A Member said she had recently received complaints from residents repeatedly about the frequency of Route No. 59X. She cited that there were four trips of Route No. 59M but only one trip of Route No. 59X providing service on 13 March 2019. She requested the TD to explain. Moreover, she had submitted a paper to discuss “Request for a Review of the Road-Crossing Facilities near Tin Hau Road” (TTC Paper No. 28/2017). At the time, the Chairman requested the TD to follow up the above issue as soon as possible so she requested the department to report on the progress concerned.

123. Mr LEUNG of the TD said the department was trying to know more from the KMB about the frequency of Route No. 59X. He would follow up with the Member directly after the meeting.

124. Mr MA of the TD said the department had a plan on the provision of road-crossing facilities near Tin Hau Road. He would follow up with the Member directly after the meeting.

125. A Member requested the TD to report on the progress of the provision of road-crossing facilities near Tin Hau Road at the special meeting on 9 April directly.

126. There being no other business, the meeting was closed at 1:11 p.m. The next meeting would be held at 9:30 a.m. on 17 May 2019 (Friday).

Tuen Mun District Council Secretariat

Date: 10 May 2019

File Ref: HAD TMDC/13/25/TTC/19