

Minutes of the 12th Meeting of
the Traffic and Transport Committee (2016-2017) of
the Tuen Mun District Council

Date : 17 November 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 YIP Man-pan (Vice-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 | 9:38 a.m. | 11:19 a.m. |
| Mr TO Sheck-yuen, MH | TMDC Member | 9:32 a.m. | 1:27 p.m. |
| Mr CHU Yiu-wah | TMDC Member | 9:30 a.m. | End of meeting |
| Ms KONG Fung-yi | TMDC Member | 9:30 a.m. | 1:30 p.m. |
| Mr NG Koon-hung | TMDC Member | 9:30 a.m. | End of meeting |
| Mr CHAN Yau-hoi, BBS, MH, JP | TMDC Member | 9:30 a.m. | End of meeting |
| Ms WONG Lai-sheung, Catherine | TMDC Member | 9:34 a.m. | 11:24 a.m. |
| Ms HO Hang-mui | TMDC Member | 9:30 a.m. | End of meeting |
| Mr LAM Chung-hoi | TMDC Member | 9:30 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. | 1:39 p.m. |
| Ms LUNG Shui-hing, MH | TMDC Member | 9:30 a.m. | End of meeting |
| Mr CHAN Man-wah, MH | TMDC Member | 9:30 a.m. | End of meeting |
| Mr CHAN Manwell, Leo | TMDC Member | 9:36 a.m. | End of meeting |
| Mr CHEUNG Hang-fai | TMDC Member | 9:30 a.m. | 11:07 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. | End of meeting |
| Ms SO Ka-man | TMDC Member | 9:30 a.m. | 10:39 a.m. |
| Mr MO Shing-fung | TMDC Member | 9:30 a.m. | End of meeting |
| Mr KAM Man-fung | TMDC Member | 9:34 a.m. | 12:01 p.m. |
| 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. | 12:21 p.m. |
| Mr NG Kwai-wah | Co-opted Member | 9:38 a.m. | End of meeting |
| Mr LAI Yu-lok | Co-opted Member | 9:30 a.m. | 11:11 a.m. |
| Mr IP Chun-yuen | Co-opted Member | 9:30 a.m. | End of meeting |
| Mr TSANG Tak-lung, Sam (Secretary) | Executive Officer (District Council) 2, Tuen Mun District Office, Home Affairs Department | | |

By Invitation

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|-------------------|---|
| Mr. KONG Wai Ming | Inspector (Traffic Patrol Sub-unit 3) (E&C Div)(Tai Hing Operational Base) (Traffic NTN), Hong Kong Police Force |
| Dr. YUEN Ka Yiu | Med & Health Officer(Tobacco Control Office)3, Department of Health |
| Dr. LUI Siu Yun | Med & Health Officer(Community Liaison)1, Department of Health |
| Mr LAW Yiu-wah | Planning and Support Officer I (Administration and Planning), Long Win Bus Company Limited |
| Ms Annie LAM | Assistant Public Relations Manager – External Affairs, MTR Corporation Limited |

In Attendance

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|-----------------------------|--|
| Mr MOK Ka-sing, Mark | Senior Transport Officer/Tuen Mun 1, Transport Department |
| Miss Flora MA | Senior Transport Officer/Tuen Mun 2, Transport Department |
| Ms CHAM Suet-ying, Cheryl | Engineer/15 (New Territories West), Civil Engineering and Development Department |
| Mr LAU Ka-kin, Marcus | Engineer/Tuen Mun Central, Transport Department |
| Mr NG Ho-leung, Jacky | Engineer/Tuen Mun North, Transport Department |
| Ms CHING Hoi-ying | Engineer/Housing & Planning/New Territories West, Transport Department |
| Mr LI Chun-wah | Engineer/Special Duties2/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 |
| Ms. WONG Hung Kwan, Frances | District Operations Officer (Tuen Mun)(Acting), Hong Kong Police Force |
| 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 | Assistant Manager (Operations), The Kowloon Motor Bus Co. (1933) Ltd. |
| Mr Brian LAM | Assistant Operations Manager, Citybus Limited |
| Miss CHAN Hoi-ting, Gillian | Assistant District Officer (Tuen Mun)2, Home Affairs Department |

I. Opening Remarks

The Chairman welcomed all to the 12th meeting of the Traffic and Transport Committee (“TTC”).

2. 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

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

III. Confirmation of Minutes of the 11th Meeting held on 15 September 2017

4. 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)

(Paragraphs 4 – 11 of the Minutes of the 3rd Special Meeting)

(Paragraphs 6 – 28 of the Minutes of the 11th Meeting)

5. The Chairman welcomed Mr Brian LAM, Assistant Operations Manager of Citybus Limited (“Citybus”) to the meeting. He said in the 11th meeting of the TTC held on 15 September 2017, it was resolved to continue discussing the captioned item and to request the Transport Department (“TD”) to decide whether or not to rationalise Routes B3A and B3M.

6. Mr LAM of Citybus said his company had conducted surveys about the ridership pattern of the passengers taking the B3 series, only 10% of the respondents of the surveys were regular riders of the B3 series. Citybus had also conducted surveys at San Hui and Hung Kiu on both weekdays and weekends, which revealed that only 10% of the passengers came from the Castle Peak Road, proving that most of the passengers of B3A and B3M originate from places other than the Castle Peak Road. In the premise, changing

the routing of B3M to run along the Castle Peak Road did not fulfil the principle of rationalising the uses of resources and would unjustifiably mobilise extra resources in favour of the existing passengers' demand; so, the current routing of the routes was appropriate, requiring no change.

7. Members made the following comments and enquiries:

- (i) A Member commented that Citybus should firstly, modify the routing of the B3 series as suggested by Members (that is, B3A not passing via Fu Tai and B3M passing via the Castle Peak Road), then try running it to get the whole picture of the issue. As a franchised bus company, Citybus should assume corporate social responsibility and rationalise the bus service from Tuen Mun to Shenzhen Bay. If Citybus was not keen on improving the said transport service, the TD should conduct a re-tender exercise for the routes concerned.
- (ii) A Member said since the paper had suggested route B3A not to pass via Fu Tai and B3M to pass via the Castle Peak Road, Citybus should conduct surveys based on the said suggestions. The content of the surveys should include the total journey time of route B3A not passing via Fu Tai as suggested, as well as a study about the impact on the residents living along the Heung Sze Wui Road if route B3M was changed to run along the Castle Peak Road.
- (iii) A Member commented that Citybus should try to run the suggested routes for three months and afterwards conduct a review. She asked Citybus to account for the number of interviewees of the surveys;
- (iv) A Member said there were a lot of estates along the Castle Peak Road, e.g. Prime View Garden, San Wai Tsai and San Hui Village. Citybus only conducted surveys at San Hui and Hung Kiu, which obviously lacked representativeness. He was discontented that Citybus always ignored the views of the Council; for instance, it had not consulted the District Council ("DC") when it intended to introduce the route B3M, it had not improved the service of B3A, and so on. Hence, he concurred in the retender of the B3 series contracts by the TD.
- (v) A Member was disappointed that the repeated suggestions made by the TTC about the improvement of B3M were all neglected by Citybus. He suggested the route of B3A be changed not to pass via Fu Tai and B3M to pass via the Castle Peak Road, so as to retain B3M's function of diverting the passengers of B3X, as well as expanding the service coverage of B3A and B3M to Hoh Fuk Tong, Siu Hong,

Parkland Villas, etc. In this way, resources would be deployed effectively. Currently, B3M provided services during off-peak hours, he suspected that Citybus rejected the captioned suggestions due to its reluctance to expand B3M's service to full-day service.

- (vi) A Member said the TTC had repeatedly demanded for the improvement of the services of B3A and B3M, it also reckoned that the captioned suggestions could benefit the residents living along the Castle Peak Road; hence, he was discontented that Citybus had been adopting delaying tactics to avoid the said service improvement issue; and
- (vii) A Member said the actual frequency of B3X was more than that planned on the timetable; yet, Citybus refused the rerouting of B3M and the improvement of B3A's service under the excuse that resources must be reasonably deployed, which was unconvincing. Since Citybus was not keen on improving the said services, she suggested the TD to retender the B3 series contracts or alternatively, cut down (sacrifice) the frequency of B3X to achieve the whole-day service of B3M.

8. The Chairman said Citybus should visit the residents living along the Castle Peak Road to understand their actual transport needs. He also requested Citybus to try running the suggested route of B3M travelling along the Castle Peak Road.

9. Miss MA Flora of the TD said Citybus had conducted surveys and discovered that only 10% of the passengers came from the Castle Peak Road. She also said the higher frequency of B3X was grounded on a large passenger demand. In fact, the routes of the B3 series had been increased to four routes between 2007 and 2017 to satisfy those passengers plying between different areas of Tuen Mun and Shenzhen Bay. Moreover, many residents were accustomed to interchange to B3M and B3X at the Town Centre. The department would continue to monitor the relevant services and make adjustments if necessary.

10. The Chairman requested the TD to confirm whether it would ask Citybus to try running B3M along the Castle Peak Road for one month.

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

- (i) A Member commented that a franchised bus service should comprehensively look after the residents' needs and requested Citybus to conduct a trial run of the

suggested rerouting of B3M between December this year and February next year;

- (ii) A Member said the service of B3A was unsatisfactory; as there were many people living along the Castle Peak Road, the TD must strive to provide the transport to and from Shenzhen Bay for them.
- (iii) A Member queried the TD's practice of arranging bus routes to depart from large public transport interchanges because the Tuen Mun Town Centre already had a B3X bus stop, she also worried that the TD would gradually reduce the bus services provided in the other Tuen Mun areas. Besides, she reiterated her request to extend the service and coverage of B3M to a full-day service and the Castle Peak Road respectively; and
- (iv) A Member said it was inconvenient for the residents to interchange to B3X at the Town Centre, so she requested for direct transport to Shenzhen Bay. Besides, she requested Citybus to investigate into the passenger volumes of all the routes of the B3 series after the rerouting schemes had been completed.

12. The Chairman requested the TD and Citybus to try running the captioned suggested routes for one to three months, the written report of which to be provided to the TTC within one month from this meeting.

Transport
Department,
Citybus

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

54

(TTC Paper No. 54/2017)

(Paragraphs 29 – 44 of the Minutes of the 11th Meeting)

13. The Chairman said in the 11th meeting of the TTC held on 15 September 2017, it was resolved to continue discussing the captioned item and to request the TD to submit a detailed report on a transport plan designed to cope with the population intake of Yan Tin Estate.

14. Miss MA of the TD said as at 15 November 2017, the Housing Department (“HD”) was still unable to tell the intake date of Yan Tin Estate, but the department had already begun to discuss the transport arrangement with the bus company. The TD would provide Members with the updated information once it became available.

15. The Chairman enquired about the number of flats provided by Yan Tin Estate.

16. Miss MA of the TD replied that the estimated population of the estate would be over 14,000 people. The TD could prepare the ancillary transport arrangement only after they knew the intake date.

17. Members made the following comments and enquiries:

- (i) A Member commented that the TD had not put efforts on the issue; since it already had an idea about the total number of residents of Yan Tin Estate, it was actually capable of making the corresponding transport planning. Besides, although the intake of Yan Tin Estate had not taken place, many residents could not board the bus No.67M because it was usually full when it reached Tuen Hing Road. He requested the TD to conduct a field inspection at Tuen Hing Road between 8 a.m. and 8:10 a.m.;
- (ii) A Member requested the TD to elucidate on the method of allocating transport resources correlating to the population figure;
- (iii) A Member said the Government had repeatedly looked for available land in Tuen Mun for building houses. The TMDC had also repeatedly stressed the importance of the provision of optimum transport facilities in a housing development. Nevertheless, despite that Yan Tin Estate was due to have a population intake of 14,000 residents, the TD still failed to produce a transport plan; it was really an irresponsible behaviour. Therefore, she urged the department to swiftly plan the transport services for the estate; otherwise, the TMDC might oppose any further construction of houses in Tuen Mun on the ground of poor transport arrangement. She gave another comment that there was huge demand for the services of Route Nos. 67M and 67X, their passengers waiting at the bus stops further away from their terminus could not board the buses due to fullness; she urged the TD to solve the problem quickly.
- (iv) A Member said 4,688 flats accommodating 14,000 people were provided in Yan Tin Estate. Assuming that the residents moved into the estate by three batches, each varied between 4,000 and 5,000 people; it would be too late if the TD designed its transport enhancement project only after its population intake. Besides, he estimated that many residents moved into the estate from the Northern District and believed that the transport demand for minibus No. 44 would shoot up in the future. Although the 19-seat minibuses would be introduced, the residents of Siu Hong currently found it impossible to spot one vehicle which was not full. It was anticipated that the imbalance of supply and demand would be further

augmented upon the population intake of Yan Tin Estate. He also requested the TD to improve the services of bus Nos. 67M, 67X and 261 and to extend the service hours of bus No. 960S.

- (v) A Member said the population intake of Yan Tin Estate was scheduled for early next year, many residents had already received the Intake Notification Letters. As the TD already had an idea about the total number of residents of Yan Tin Estate, it should strive to achieve an early transport planning to cope with the population intake of the estate.
- (vi) A Member said the Working Group on the Development and Complementary Facilities in Area 54 under the District Facilities Management Committee had been following up on the development of Area 54, including the ancillary transport affairs. It conducted site inspections at Tsing Lun Road and Hong Po Road on 21 November to see if they had reserved areas for setting up new stops for the new bus routes.
- (vii) A Member said the population intake of Yan Tin Estate was scheduled for the third quarter of this year, the transport arrangement for which should have already been well prepared by the TD. Now that the intake was postponed to early next year, the department should have more time to prepare the transport planning. She urged the TD to strive to arrange the transport services corresponding to the increased population of the area.
- (viii) A Member commented that the Government should plan the ancillary facilities ahead of the construction of houses, the TD was now “putting the cart before the horse”. She urged the TD to conduct a field inspection at office hours on weekdays to actually understand how long it took the passengers to queue and board a bus, she also urged the TD to start planning the transport facilities prior to the population intake of Yan Tin Estate.
- (ix) A Member said the Government’s only focus was looking for available land for building houses but neglected the importance of ancillary facilities in a housing development. She comprehended the citizens’ desperate needs for houses and viewed that the DC should not oppose the construction of houses in Tuen Mun; however, the Government must optimise the transport planning of Tuen Mun to facilitate the residents’ cross-district travelling to work. However, up till now, the TD had not prepared the transport plan for Yan Tin Estate, which clearly

showed its lack of long-term planning; hence, she urged the TD to optimise the transport services of that area as soon as possible;

- (x) A Member said information like the number of flats provided by Yan Tin Estate was public information; yet, the TD refused to account for the transport arrangement of the area under the excuse of lack of detailed information about the intake, which was unconvincing. If the TD prepared to gradually enhance the public transport only after Yan Tin's population intake, then the residents would be faced with the lack of transport immediately upon moving into the new flats; hence, she urged the TD to arrange the transport services of that area as soon as possible;
- (xi) A Member said when the Government built houses, it would give an assurance that the transport facilities of the area concerned could satisfy the newly added population. However, the TD already had an idea about the total number of residents of Yan Tin Estate, it still failed to produce the appropriate transport plan; the Government was obviously saying one thing but doing another. The TD and HD both belonged to the Transport and Housing Bureau ("THB"), but not only that they did not collaborate, they even shifted responsibilities onto one another; hence, he urged the TD to improve the transport services of that area as soon as possible; and
- (xii) A Member said many people would move into Yan Tin Estate from Yuen Long, Tin Shui Wai and New Territories East, so the TD must strive to optimise the transport of Northwestern Tuen Mun (including Yan Tin, Po Tin and Kin Sang). He/she also suggested to write to the THB to reflect the public demand for transport in Yan Tin.

18. Miss MA of the TD said in the 2016 and 2017 Bus Route Planning Programmes, the department already enhanced the relevant transport services (including Route Nos. 267X, 67M, 67X, B3A and 960A) to cope with the population intake of Yan Tin Estate, the details of which were also sent to individual district councillors in reply to their recent enquiry letters about the transport arrangement after the intake of Yan Tin Estate. In addition, in response to a Member's paper, the department had also submitted a written reply and answered questions about the issue in the last TTC meeting. The TD would announce the details of the relevant transport arrangement after the HD had informed them the intake date of Yan Tin Estate, it would also promptly inform the district councillors about the arrangement.

19. The Chairman requested the TD to submit the relevant transport details in writing within one month from this meeting.

20. Miss MA of the TD replied that the department would keep liaising with the HD and give an appropriate reply later.

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

- (i) A Member said the 2016 and 2017 Bus Route Planning Programmes suggested to enhance the transport services of the area concerned by increasing only one trip for each of Route Nos.67M, 67X and 267X, which was of course insufficient to satisfy the transport demand. Many residents of Yan Tin estate came from the Northern District and it was anticipated that the demand for bus No. 261 would rise further; hence, he/she requested the TD to enhance the service of bus No. 261, and simultaneously review the bus routes connecting the Yan Tin area and the Kowloon East and Hong Kong Island.
- (ii) A Member asked if the TD had already planned the transport arrangement to cope with the intake of Yan Tin Estate but would only announce the details after the HD had published the intake date of Yan Tin Estate. If that was correct, he demanded an explanation from the TD for not providing the council with the detailed plan in advance;
- (iii) A Member said the intention of the TTC's repeated requests for the TD's provision of the transport arrangement details was to offer opinions to optimise the Government planning. In fact, the supply of the transport services in the area was basically insufficient; it was anticipated that the imbalance of supply and demand would be further augmented upon the population intake of Yan Tin Estate. Hence, the TD should provide Members with a transport plan as early as possible, so that they might discuss and come up with more specific improvement ideas;
- (iv) A Member said the TD must prepare the transport enhancement plan for the intake of Yan Tin Estate as soon as possible, but hinted that the TD should not divert the transport resources belonging to the whole district to satisfy the increasing transport demand of that one area;
- (v) A Member said Yan Tin Estate was situated near the bus terminus of many bus

routes; therefore, even if the department did not enhance the transport there, its residents were still able to get on the buses, but not those passengers en route, so the department must strive to solve the problem.

- (vi) A Member said 400 to 500 households gave up the intake of the Yan Tin Estate flats due to worries about its insufficient transport facilities. Furthermore, Lung Yat Estate, which consisted of 990 flats and had population intake for a few years already, still lacked transport facilities now; we must learn a lesson from it. Therefore, the TD must strive to plan public transport ahead to cope with the population intake of Yan Tin Estate;
- (vii) A Member commented that bus routes 261P and 960P should be extended to become whole day services;
- (viii) A Member said bus Route Nos. 261X and 258D had previously been special trips and subsequently converted into full-day services to cope with the population intake of Po Tin Estate; hence, he/she suggested to increase the transport services of Yan Tin in the same way; and
- (ix) A Member enquired if the Kowloon Motor Bus Company (1933) Limited (“KMB”) would enhance its services to cope with the population intake of Yan Tin Estate.

22. Miss MA of the TD replied that the department would keep watch on the changes of the passenger volume of bus No. 261. Besides, the minibus operator of GMB No. 44A had gradually introduced the 19-seat minibuses and the department would keep liaising with the operator concerned.

23. Mr MOK Ka-sing, Mark, of the TD, said the TD would plan the appropriate transport services corresponding to the actual development of an area. The current service provided by bus No. 261 could satisfy the passenger demand; the department would keep close watch on the changes of passenger volume of both No. 261 and No. 261P and timely review their situations with the bus company.

24. Mr YEUNG Chun-wai of the KMB said his company and the TD had always shown concerns about the population intake of Yan Tin Estate. KMB adopted an open attitude towards the transport enhancement of the area and would always be ready to co-ordinate with the TD on the matter.

25. The Chairman hoped that the TD and bus company would take note of Members' comments.

V. New Discussion Items

(A) Provision of Additional Bicycle Parking Spaces at Lam Tei, Chung Uk Tsuen and Nai Wai LRT Stations
(TTC Paper No. 61/2017)
(Written reply from District Lands Office, Tuen Mun)

26. The Chairman said the District Lands Office of Tuen Mun ("TMDLO") already submitted a written reply before the meeting, which was distributed to Members on 15 November by the Secretariat.

27. The first proposer of the paper said the bicycle parking spaces at the Light Rail ("LR") Lam Tei, Chung Uk Tsuen and Nai Wai Stops were already full, many residents had to put their bicycles on the footbridges nearby, which obstructed the pedestrian flow. He commended the relevant department's efficiency in conducting a field inspection for assessing the viability of creating more bicycle parking spaces. The illegal parking of sharing bicycles had become more rampant, the Government must step up efforts on their removal, as well as the obsolete bicycles which had occupied the parking spaces for a long time.

28. Mr NG Ho Leung, Jacky of the TD said they had sent officers to conduct field inspections in Lam Tei, Chung Uk Tsuen and Nai Wai, and found that the bicycle parking capacities of those areas had reached the ceiling. The department would assess the viability of creating more bicycle parking spaces with due consideration on the maximum utilisation of existing spaces and improvement of the cycle parking racks. The Tuen Mun District Office ("TMDO"), TD, Hong Kong Police Force ("HKPF"), TMDLO and Food and Environmental Hygiene Department regularly carried out joint operations to remove bicycles.

29. Mr MOK Hing Cheung of the TMDLO said they would co-ordinate with the TD in creating new bicycle parking spaces.

30. A Member commented that solely relying on the increase of parking spaces could not root out the problem of illegally parked bicycles and joint operations to remove the illegally parked bicycles were merely expedient measures, the Government must review the existing policies and ordinances. The current practice of the Government to give notices

of removal within a specified period to the bicycle owners was wasting both time and manpower, it should abandon the notification practice, set up a penalty system and a dedicated division to handle the problem.

31. Miss CHAN Hoi-ting, Gillian, Assistant District Officer (Tuen Mun) 2, said the TMDO was now using the resources allocated under the District-led Actions Scheme to coordinate various departments (the TD, HKPF, TMDLO and Food and Environmental Hygiene Department) to carry out joint operations 2 to 3 times every two months to remove the illegally parked bicycles. The complaints about illegally parked bicycles made by District Councillors and citizens were recorded on files and would be dealt with during the regular bicycle-removal operations. As the District Office was not vested with law enforcement power, the relevant bureau and law enforcement units were the right choices to amend the relevant ordinances. Nonetheless, the District Office would regularly review the prevailing system and resources, as well as applying to the headquarters for additional resources with a view to take frequent actions against the illegal parking of shared bicycles.

32. Members made the following comments and enquiries:

- (i) A Member said shared bicycles occupied a lot of road and footbridge areas and caused the illegal parking of cyclists. Furthermore, more parking spaces would only attract more illegal parking of the shared bicycles. She requested the Government to formulate a policy to control shared bicycles and to review the procedure of removing illegally parked bicycles;
- (ii) A Member said many obsolete bicycles were indiscriminately dumped at the parking spaces located under the San Wai Tsai flyover and at Tuen Kwai Road for many years, the Government must step up efforts on their removal. Besides, bicycle sharing was a for-profit business and so, he opposed that public resources should be used to increase parking spaces for the benefit of the shared bicycles; and
- (iii) A Member requested the relevant department to step up efforts in handling illegal parking at blackspots and suggested the Government to establish a dedicated division and increase funding for controlling the illegal parking of bicycles.

33. The first proposer of the paper said the rural areas of Tuen Mun had large population but lacked transport facilities; the LR Lam Tei Stop alone had to take care of the residents of Tsing Chuen Wai, San Tsuen, To Yuen Wai and Tuen Mun San Tsuen. Many residents had to rely on bicycles for connecting to the transport routes, it was evident that

Action

his suggestion of increasing bicycle parking spaces in the captioned places was based on the actual needs in the district. He suggested to pass this agenda item to the Working Group on Traffic Problems within Tuen Mun District to follow up.

34. To summarise, the Chairman requested the departments to consider Members' comments. He would pass this agenda item to the Working Group on Traffic Problems within Tuen Mun District to follow up.

Working
Group on
Traffic
Problems
within Tuen
Mun District

(B) Suggestion to Allow Vehicles Making Right Turn from Shun Tat Street onto Yuen Long Highway
(TTC Paper No. 62/2017)

35. The first proposer of the paper said if the current traffic arrangement at Shun Tat Street did not change, it would overload the already saturated traffic volume of the Lam Tei Interchange. So, the captioned suggestion was submitted.

36. Mr NG of the TD said upon initial scrutiny, the TD took the view that the suggestion would improve the transport arrangement of Shun Tat Street and optimise the transport network of the district, so it would seriously consider the suggestion.

37. To summarise, the Chairman suggested to pass this agenda item to the Working Group on Traffic Problems within Tuen Mun District to follow up.

Working
Group on
Traffic
Problems
within Tuen
Mun District

(C) Suggestion to Provide Connection between Lam Tei Quarry and Yuen Long Highway
(TTC Paper No. 63/2017)

38. The first proposer of the paper said there were still a few years before the close of the Lam Tei Quarry in 2022. Many heavy vehicles passed the Fuk Hang Tsuen Road to add to its traffic load and also affected the nearby kindergarten schoolchildren and the residents of The Sherwood and Botania Villa. After the Hong Kong-Shenzhen Western Corridor was open to traffic, the Government had reserved space to construct a road for directly connecting the Lam Tei Quarry and Yuen Long Highway, which could avoid

bringing noise and air pollution to the people residing near the Fuk Hang Tsuen Road.

39. Mr NG of the TD said they had always kept close watch on the traffic conditions of the Fuk Hang Tsuen Road and Wong Kong Wai Road. As the Yuen Long Highway was a major trunk road of Northwestern New Territories, connecting the Lam Tei Quarry and Yuen Long Highway must tie in with the long-term transport plan of the district. Besides, the Civil Engineering Development Department was studying the future planning of the quarry mine, including its transport facilities, to which the TD would endeavour to give co-operation in order to improve the traffic of the area.

40. The first proposer of the paper said the Government had approved funding for studying the future development of the Lam Tei Quarry and Yuen Long Highway and hoped that the TD would follow through with the study results to optimise the transport of those places. He suggested to pass this agenda item to the Working Group on Traffic Problems within Tuen Mun District to follow up.

41. Ms CHAM Suet Ying, Cheryl of the Civil Engineering Development Department said her department and the Planning Department had begun to assess the initial landuse of the Lam Tei Quarry and its surrounding areas in June 2016, in which consideration was given to the quarry's landuse (including the use as infrastructure and the road planning) in the long-term development of the area. The Civil Engineering Development Department and the Planning Department would appropriately consult the DC and the related public members regarding the landuse study of the place.

42. The Chairman concurred in passing this agenda item to the Working Group on Traffic Problems within Tuen Mun District to follow up.

Working
Group on
Traffic
Problems
within Tuen
Mun District

(D) Services and Fares of Buses Running from Tuen Mun to Tung Chung and the Airport in 2020
(TTC Paper No. 64/2017)
(Reply from Transport Department)

43. The Chairman said the TD already submitted a written reply before the meeting, which was distributed to Members on 15 November by the Secretariat.

44. The first proposer of the paper said when the Northern Connection of the Tuen Mun – Chek Lap Kok Link (“Northern Connection”) were open to traffic in 2020, different types of vehicles would pass via Tuen Mun to the airport, which were likely to create problems like traffic congestion and air pollution. Besides, the routes of the buses plying between Tuen Mun and the airport were circuitous - the buses of No. E33P had to pass almost 20 stops before it reached the Lantau Toll Plaza from its terminus; so, although the passengers at the last stop could board the bus, they had to stand all the way to the destination. The TD had provided information on the transport arrangements for the Southern Connection of the Tuen Mun – Chek Lap Kok Link (“Southern Connection”) but had not done so for the Northern Connection; hence, he requested the TD to carry out the relevant consultation as soon as possible. He also asked if the future airport bus fares would be lowered as the distance of journey was shortened.

45. Mr MOK of the TD said the opening of the Southern Connection was scheduled for 2019 and that of the Northern Connection was 2020, three years from now. The department noted Members’ comments and would keep a close watch on the traffic conditions of the district. If the department came up with any plan, it would carry out a consultation.

46. The Chairman said bus fares were set in accordance with the distance travelled and believed that the airport bus fares would be lowered if the distance of journey was shortened.

47. Members made the following comments and enquiries:

- (i) A Member said the bus routes to the airport were detour routes, he suggested the TD and bus company to take the opportunity of the near completion of the Connections of the TM-CLKL to review the bus route network between Tuen Mun and the airport, and to consider the provision of airport bus services at Tai Hing Estate, Tai Hing Gardens, Chelsea Heights and Shan King Estate;
- (ii) A Member said the TD and Long Win Bus Company Limited (“Long Win”) had conducted consultation on the rerouting of A33X in which it was suggested that the route might pass via Tsing Tin Road onto the Tuen Mun Road, but did not cover the Tai Hing Estate, Shan King Estate and Shek Pai Tau Road despite their keen transport demand; so he/she hoped that the TD and bus company would re-examine the routing of A33X. Besides, since the Northern Connection would be open to traffic in 2020, the TD must conduct district consultation on transport planning as early as possible; if it was conducted as late as approaching the

opening of the Connections and after different other plans had been implemented, then there would not be room for modifying the transport plan.

- (iii) A Member was discontented that the TD's representative had not really answered Members' questions and suspected that the department already had a plan on hand but was reluctant to submit it to the council for discussion.
- (iv) A Member said it was wasting the residents' time and energy to travel from different parts of Tuen Mun to the Tuen Mun Town Centre in order to interchange bus E33 for going to the airport; after the Northern Connection were open to traffic, it would be more convenient for them to go to the airport. In July 2017, the TD submitted a written reply to the TTC, which said that the department had already provided the bus company with the information about the Tuen Mun – Chek Lap Kok Link (“TM-CLKL”) and Hong Kong-Zhuhai-Macao Bridge for the latter to prepare a plan for the TD's assessment. Hence, he requested the department to account for the progress of the matter, e.g. new transport route arrangement, allocation of bus resources and work schedules. Besides, he asked the TD if the future airport bus fares would be lowered; and
- (v) A Member said the residents of Tuen Mun, as of right, of course needed to know how the TD planned the transport to and from the airport; hence, she urged the department to deal with the captioned issue as soon as possible. She also suggested to write to the THB to reflect the captioned issue.

48. Mr TSE Chi-ho of Long Win said his company would keep liaising with the TD for the proactive planning of the future transport arrangement of the Northern Connection, and that the bus fares charged by a franchised company were set in accordance with the journey distance and the scale of fares. Besides, Long Win would consider the suggestion of having the "A" route buses pass via the Tai Hing area.

49. Mr MOK of the TD said the commencement of service of the Northern Connection was a few years from now. In considering the use of new infrastructure, they had to assess all factors in a basket, including the actual works progress. He reiterated that if the department came up with any plan, it would immediately carry out a consultation.

50. The Chairman requested the TD to relay Members' comments to the THB.

(E) Whither the Traffic Network of Tuen Mun of the Next Ten Years?

(TTC Paper No. 65/2017)

(Written reply from Highways Department)

51. The Chairman reported that the Highways Department (“HyD”) had submitted a written reply before the meeting and referred Members to Paper No. 1 which was placed on the table.

52. Miss CHING Hoi Ying, Janet, of the TD said the HyD was working on the TM-CLKL project at full speed and it was forecasted to be completed in 2020 at the earliest. The TM-CLKL would become the direct route connecting Northwestern Tuen Mun with Lantau Island and the airport, it would also release a portion of the capacity of the existing roads (including Tuen Mun Road) to ease traffic. The TD estimated that when the TM-CLKL were open to traffic, its annual vehicle flow would be about 13 million car trips, of which about 1,000 car trips per hour would account for the morning peak hours northward bound traffic and about 1,600 car trips per hour for the southward bound traffic. According to the TD’s study, up till 2026, after the opening of the TM-CLKL and part of the population intake of the Hung Shui Kiu New Development Area, the transport demand involving the major road sections of Tuen Mun (including the Tuen Mun Road section at the Town Centre and Wong Chu Road) would manage to maintain at an acceptable level. The TD would keep a close monitor on the changes of the transport demand and conditions of Tuen Mun’s road network, and timely implement the corresponding traffic control measures such as widening road ends and changing traffic light controls.

53. Members made the following comments and enquiries:

- (i) A Member referred to the contents of the HyD’s written reply “The currently proposed alignment scheme of the Tuen Mun Western Bypass (“TMWB”) included tunnels connecting TM-CLKL and Kong Sham Western Highway, with intermediate connections to Tsing Tin Road in Tuen Mun North”, and viewed that near the Tsing Tin Road was a large estate, which aggravated the already jammed traffic at the junction between Tsing Tin Road and Tuen Mun Road. If an ingress/egress of the TMWB were added at the Tsing Tin Road, further traffic jams and noise nuisances would be anticipated, so he objected to the construction of the said ingress/egress at Tsing Tin Road.
- (ii) A Member referred to the Government’s assertion that the existing roads of Tuen Mun could comfortably deal with the busy traffic during peak hours and commented that the roads of Tuen Mun were in fact always congested with traffic.

He requested the TD to explain how it could ensure the adequacy of the capacity of the roads of the district in handling the traffic volume up to year 2026. Besides, he asked the HyD to provide an estimated completion date of the TMWB;

- (iii) A Member said the Tuen Mun District solely relied on the Wong Chu Road to connect to the Yuen Long Highway and Tuen Mun Road, which caused serious traffic congestion; it was believed that the problem would worsen after the opening of the Hong Kong-Zhuhai-Macao Bridge and the TM-CLKL. Thus, she regarded the TD's projection that the Wong Chu Road could handle the traffic volume up till 2026 as farfetched. Currently, the authority had not yet devised a final plan for the TMWB to divert the traffic of increased volume of the future Hong Kong-Zhuhai-Macao Bridge and TM-CLKL. She suggested the TD to draw up a backup plan as soon as possible to ease the future large increase of traffic flow in the district;
- (iv) A Member referred to the contents of the HyD's written reply that the TMDC had "no objection" to the updated alignment proposal of the TMWB, to which he indicated his doubts. He reiterated his firmness in objecting to the construction of the ingress/egress of the TMWB at the Tsing Tin Road; and
- (v) A Member said members of the TMDC had always shown different opinions about the alignment proposal of the TMWB; hence, some contents of the HyD's written reply were untrue. The junction between Tsing Tin Road and Tuen Mun Road was always jammed; moreover, Tsing Tin Road was near the Tuen Mun Hospital, so it was not suitable to construct an ingress/egress of the TMWB at Tsing Tin Road. He/she hoped that the HyD would re-examine and adjust the proposal concerned.

54. Miss CHING of the TD said they would relay Members' above comments to the THB.

(Post-meeting note: Miss CHING of the TD made a correction: "they would relay Members' above comments to the HyD".)

55. A Member remarked that the HyD should amend its written reply.

56. The Chairman said the TTC would write to the department concerned to clarify the

matter. Besides, he hoped that the proposer of the paper would put aside his/her jobs to attend the meeting or ask another Member to explain the paper if he/she could not attend the meeting.

(Post-meeting note: The said letter was sent on 27 December 2017.)

(F) **Request for Inclusion of Residents' Services and Red Minibus Services in the Public Transport Fare Subsidy Scheme**

(TTC Paper No. 66/2017)

Request for Inclusion of Residents' Services and Red Minibus Services in the non-means tested Public Transport Fare Subsidy Scheme

(TTC Paper No. 67/2017)

Request for Inclusion of Red Minibus and Non-franchised Bus Services in the Public Transport Fare Subsidy Scheme

(TTC Paper No. 68/2017)

57. The Chairman said the THB already submitted a written reply before the meeting, which was distributed to Members on 15 November by the Secretariat.

58. The Chairman was also the first proposer of TTC Paper No. 67/2017. He said residents' services had always been the main auxiliary transport means for the Tuen Mun residents travelling to and from the urban areas and logically should be included in the transport subsidy scheme. He thanked different political parties for speaking on behalf of the citizens regarding this agenda item. As the contents of the above three papers were the same, the Chairman suggested to combine their discussion for the sake of efficiency and invited Members to give comments.

59. The first proposer of Paper No. 66/2017 said the "Request for Inclusion of residents' services and Red Minibus services in the non-means tested Public Transport Fare Subsidy Scheme" was grounded on the principle of fairness. The Government said its current proposal did not include red minibuses and residents' services because it considered that the fares of the public transport services covered under the Scheme had to be predictable to a certain extent, and that the Government should be involved in the fare adjustment process. In that case, he opined that the Government could carry out discussions with the operators of the residents' services and red minibuses; in a press conference held earlier, the bus association for residents' services had expressed its wish to work together with the Government in resolving the issue. Besides, the new KMB monthly pass would soon be rolled out; it was believed that it would absorb some of the passengers of the residents' services and red minibuses, making life more difficult for the

operators of the residents' services and red minibuses. Therefore, the Government should consider including the red minibuses and residents' services into the non-means tested Public Transport Fare Subsidy Scheme.

60. The first proposer of Paper No. 68/2017 showed his/her support for this Government initiative as it was beneficial to the public. The Chief Executive pledged in the Policy Address to launch the non-means tested Public Transport Fare Subsidy Scheme, theoretically it should cover all kinds of transport including residents' services and red minibuses. In actuality, many Tuen Mun residents relied on residents' services and red minibuses to travel to the urban areas to work. After the Government had announced the scheme, his/her political party received over 1,000 citizens' signatures in support of the joining of the red minibuses and residents' services into the scheme within one week, which were already forwarded to the THB and TD. So, he/she hoped that the Government would follow public opinion and strive to implement the captioned proposal.

61. Members made the following comments:

- (i) A Member said many residents were discontented that the residents' services and red minibuses were not included in the scheme, and as there were a lot of residents' services in Tuen Mun District, the Government should follow public opinion and accept the captioned proposal. The residents' services were supervised by the TD, and the red minibuses could install the Octopus fare collection reader, so the captioned proposal was technically workable. It was also believed that the operators of the residents' services and red minibuses would be happy to comply with all imposed requirements; so he/she suggested the TTC to write to the THB to reflect the captioned request.
- (ii) A Member said the original intention of the non-means tested Public Transport Fare Subsidy Scheme was to subsidise the residents living in the remote areas. Many residents of the Northwestern New Territories travelled to the urban areas to work by residents' services; if the scheme did not cover residents' services, it would be unfair to the people residing in the Northwestern New Territories.

62. The Chairman said his political party had already conveyed the said opinion to the Government through a Legislative Council member. He requested the Secretariat to send letters to the Chief Executive's Office and the THB to reflect that all Members of the TTC unanimously raised the captioned proposal.

Secretariat

(Post-meeting note: The said letters were sent on 27 December 2017.)

(G) Request for Designation of Smoking Areas at Tuen Mun Road Bus-bus Interchange (Tuen Mun Bound and Kowloon Bound)
(TTC Paper No. 69/2017)

63. The Chairman welcomed Dr YUEN Ka Yiu, Medical & Health Officer (Tobacco Control Office) 3 and Dr LUI Siu Yun, Medical & Health Officer (Community Liaison) 1 of the Department of Health (“DH”), to the meeting. The DH already submitted a written reply before the meeting, which was distributed to Members on 15 November by the Secretariat.

64. The Chairman, who was also the first proposer of the paper, said as the DH did not plan to ban smoking at the Bus-bus Interchange (“BBI”) of Tuen Mun Road, he suggested to designate smoking areas there to separate the smokers and non-smokers.

65. Dr YUEN of the HD said the Government always endeavoured to promote tobacco control and had from time to time received suggested locations from different organisations and groups for designating statutory no smoking areas. Therefore, the Government had increased eight statutory no smoking areas at the bus interchanges at tunnel portal areas as a pilot scheme of extending the types of public facilities in which to carry out smoking ban. To assess the results of tobacco control, the department conducted a survey in early this year, which indicated that a majority of the interviewees supported the enlargement of the smoking ban. The Government had begun the preparation work of designating the Tuen Mun BBI as a statutory no smoking area and hoped that the said bill would be submitted to the Legislative Council for scrutiny next year. The department would timely consult the TMDC about it. The designation of smoking areas was ineffective in separating smokers from non-smokers; not only did it fail to protect the health of individuals against second-hand smoke, it might even encourage smoking, so the department was not prepared to set up smoking areas.

66. The Chairman, who was also the first proposer of the paper, said the BBI of Tuen Mun Road was serving 42,000 passenger trips but was not provided with any tobacco control measure, that was the reason for him to suggest designating smoking areas there to separate the smokers and non-smokers.

67. A Member said since smoking was hazardous to health, councils should not suggest an increase in smoking areas; furthermore, a BBI was different from an airport or a large train station by nature, it did not require a smoking area. Hence, he concurred with the

HD in banning smoking at the BBI completely.

68. A Member commended the DH for submitting the bill of designating the BBI as a statutory no smoking area and hoped that the it would be passed as early as possible.

69. The Chairman requested the DH to continue to follow up on the work.

Department of
Health

(H) Request for Increasing the Frequency of Bus Route No. 261 during Peak Hours

(TTC Paper No. 70/2017)

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

70. The Chairman said the KMB already submitted a written reply before the meeting, which was distributed to Members on 9 November by the Secretariat.

71. The first proposer of the paper said bus route 261 provided services at about 20-minute intervals during the morning peak hours, but recently it increased to an average of 25-30-minute intervals. The KMB itself also admitted that route 261 was from time to time affected by traffic conditions and hence had an unsteady schedule. As Yan Tin Estate was due for intake, a big increase for the transport plying between Tuen Mun and the North District was anticipated, so KMB must increase the resources of bus route 261.

72. A Member said route 261 had both problems of sparse frequency and lost trips; so, many residents preferred to take minibuses, which also caused the low passenger volume of route 261. In fact, the demand for transport plying between Tuen Mun and Sheung Shui always existed. As Yan Tin Estate was due for intake, an increase for the demand was anticipated, so KMB must increase the frequency of bus route 261 as early as possible.

73. Mr MOK of TD said route 261 had a long journey distance, some of the bus schedules would be delayed due to traffic jams. According to the recent record, all the waiting passengers were able to board bus No. 261, no one was left queueing at the bus stops. KMB would also flexibly deploy its vehicles to tackle ad-hoc incidents in order to provide steady services. Besides, the department would scrutinise the development plan for the whole district for arranging the appropriate transport services.

74. Mr YEUNG of KMB said the San Tin Highway or the Kai Leng Roudabout of the North District was always jammed, which led to lost trips. KMB already mobilised its reserved vehicles to tackle the situations, unfortunately those vehicles also encountered the

same traffic jam problem. KMB would keep a close watch on the traffic conditions of the route served by No. 261 and strive to maintain its normal service.

75. Members made the following comments and enquiries:

- (i) A Member said bus No. 261 did not cover the rural areas of Tuen Mun, so No. 261P was subsequently introduced by the TD to cope with the large transport demand of the district during peak hours. He suggested that 261P could be extended to provide whole-day services as Yan Tin Estate was due for population intake;
- (ii) A Member said KMB did not show enthusiasm in resolving the issue and demanded a specific solution to the issue from the TD;
- (iii) A Member requested for an increase in the frequency of bus route No. 261 since it connected the South Eastern Tuen Mun and Fu Tai.

76. Mr MOK of the TD said the common causes for unsteady bus schedules were traffic congestion and accidents; the bus company had to mobilise the vehicles according to real situations in order to maintain steady services. A long journey distance existed between Tuen Mun and Sheung Shui, so the chance of accident happening was higher than other routes. The department would keep a close watch on the road conditions and the frequently delayed schedules. In addition, the TD, Police Force and bus company had a notification system among themselves to empower them to conduct a real-time assessment about the consequences of an accident and to follow up.

77. The Chairman hoped that the TD and bus company would consider the above comments.

(I) **Request for Improvement to the Problem of Traffic Obstruction Caused by Queuing of Taxis at the Taxi Stand on Tuen Shun Street**
(TTC Paper No. 71/2017)

78. Mr LAU Ka Kin, Marcus of the TD said the TD always kept watch on the traffic conditions of Tuen Shun Street. In the past three years, the department had been taking traffic control measures at Tuen Shun Street, like setting up the 24-hour restricted zones and box junctions, and rearranging the public transport stops there with a view to ease the traffic flow. The department noted the unsatisfactory bus and minibus operations at Tuen Shun Street and would consider using the available space near the Street to improve the situation, analyse the public demand for the taxi and minibus services there and explore

ways to resolve the problems generated from the public transport issues of the Street.

79. The first proposer of the paper said Tuen Shun Street was heavily jammed as it had taxi stands and minibus stops, as well as the incoming private cars and lorries. He requested the department to relocate the stops of different types of transport; for instance, moving the minibus stop to the front part. However, if no changes were made to the present vehicles' right turning from Tuen Shun Street to Heung Sze Wui Road, and no changes to the present transport arrangement between the front part of Tuen Shun Street and the Tuen Mun Road, the optimisation of the transport at Tuen Shun Street was unlikely to be achieved.

80. Members made the following comments:

- (i) A Member said the traffic at Tuen Shun Street was chaotic. The taxi stands consisted of the Tuen Mun bound stand and the Yuen Long bound stand, with a few minibus stops in between, which caused quarrels between the taxi and minibus drivers over parking. To aggravate the chaotic situation, many lorries performed loading and unloading of goods at Tuen Shun Street, so the TD must strive to correct the chaotic situation as soon as possible;
- (ii) A Member objected to the division of the taxi stand into Tuen Mun bound and Yuen Long bound and suggested to replace the one in the front part by the existing minibus stop. She also suggested to have a field study at Tuen Shun Street;
- (iii) A Member said members of the Working Group on Traffic Problems within Tuen Mun District had already conducted a field inspection at Tuen Shun Street to find out that its road surface was already widened; so, if the drivers were self-disciplined, there should not be much traffic problem with Tuen Shun Street. Therefore, the police should step up patrolling, combat illegal parking and assist in giving order to the traffic of the street; and
- (iv) A Member said the TD had rolled out different improvement measures at Tuen Shun Street, its traffic conditions were better now. He suggested to post notices at Tuen Shun Street to inform the public of the vehicle arrangement there and requested the Working Group on Traffic Problems within Tuen Mun District to follow up on the matter.

81. The Chairman said this agenda item would be passed to the Working Group on Traffic Problems within Tuen Mun District to follow up.

Working
Group on

(J) **Request the Transport Department to Replace the Operator of Minibus Route No. 46**

(TTC Paper No. 72/2017)

82. The first proposer of the paper said minibus route 46 had increased fares three times in the past ten years and became the most expensive route within Tuen Mun District; nevertheless, its many problems, like unsteady schedule, old compartment and facilities, old drivers and bad service manners, had not been ameliorated over the years. He had discovered that four minibuses of the route did not serve the passengers at the peak hours of 5:30 p.m at Siu Hong Station on West Rail Line. He requested the TD to explain the policy of supervising minibus services and urged it to replace the existing operator by re-tendering the contract of the route.

83. A Member said minibuses No. 46 and 46A operated under the same licence, many passengers always complained that No. 46A invariably had lost trips around 2 p.m. The TD replied to the complainants that the driver involved was already interdicted, but it was discovered that the driver was merely transferred to minibus route 46. Furthermore, the low drivers' salaries offered by the minibus operator of Route Nos. 46 and 46A led to the constant understaffing of the two routes; hence, the TD must consider replacing the existing operator. In the long run, to ensure that good services were provided by the public transport operators, the TD should introduce a point-deduction system and use it as a reference for their future licence renewal.

84. Miss MA of the TD said the TD would conduct a mid-term review about the operators' services basing on their drivers' performance, their services, compartment facilities etc., which would be taken into account in their future licence renewal. The TD had taken note of the unsatisfactory performance of the minibus operator in question and had demanded it to submit a series of improvement proposals.

85. The Chairman requested the TD to keep watch on the minibus services concerned.

(K) **Request for Strengthening the Management of the Use of the Bus-only Lane on Tuen Mun Road**

(TTC Paper No. 73/2017)

86. The Chairman welcomed Mr KONG Wai-ming, Inspector (Traffic Patrol Sub-unit 3) (E&C Div) (Tai Hing Operational Base) (Traffic New Territories North) of the HKPF to the meeting.

87. The first proposer of the paper said different vehicles were found illegally occupying the Tuen Mun Road bus-only lane every morning between 7:30 and 9 a.m. Some citizens took photos of these vehicles and uploaded them to the internet for conducting some sort of public trial action, which encouraged unhealthy community mentality. He requested the police to list out the ways for the public to report the cases of illegally occupying bus-only lanes and to account for the prosecution work executed against it.

88. The Chairman said earlier, he had a meeting with the police officers of the New Territories North Region and learnt that they were considering the details of the use of camera in the law enforcement actions.

89. Mr WONG Lap-pun of the HKPF said the Tuen Mun Road was under the management of the New Territories South and New Territories North Regions, the police officers of both regions would inspect the traffic conditions of Tuen Mun Road everyday. The police had issued 193, 227 and 173 penalty tickets against the occupation of the bus-only lane in August, September and October of this year respectively. In addition, vehicles other than buses were forbidden to enter the Tuen Mun Road from the Castle Peak Road - Tai Lam Section during part of the busy hours, for which the police would carry out law enforcement during the period concerned. If the public discovered any vehicle breaking the law, they could call 1823 or report to a Report Room of the HKPF for law enforcement by its officers.

90. Mr KONG Wai-ming of the HKPF said the police had carried out six operations on the Tuen Mun Road from 1st to 16th of November to prosecute vehicle drivers who illegally used the bus-only lanes. 89 penalty tickets had been issued by the New Territories North Region alone. The police would pursue prosecutions in the short term. In the medium to long term, the police would consider introducing an Automatic Number Plate Recognition System to facilitate the law enforcement actions. In addition, the police welcomed the reporting of cases by the public. If they could provide the plate number, photo and video clip of the offending vehicle, it would increase the probability of the police's successful prosecution.

91. A Member said he had noticed the police's constant law enforcement efforts at the Tuen Mun Road. However, the traffic flow near the Sham Tseng Interchange was so congested that it created a traffic jam for the Tuen Mun Road as well. He requested the TD to find a solution to the problem as soon as possible.

92. A Member said the residents often complained about the commercial vehicles' occupation of the bus-only lane during the morning peak hours, causing them to arrive late at their work places in the urban areas. He requested the HKPF to introduce more advanced equipment to assist in law enforcement work and suggested the TD to make use of the monitoring cameras installed on the Tuen Mun Road to collect evidence.

93. The Chairman said the police should step up law enforcement actions and suggested the TD to consider using the existing cameras on the Tuen Mun Road to assist in the prosecution of the law offenders, including those illegally using the bus-only lane.

94. Mr LI Chun-wah of the TD said his department was currently working on the improvement of the traffic arrangement at the Sham Tseng Interchange near the Tuen Mun Road. About the introduction of the Automatic Number Plate Recognition System to assist in the prosecution of the drivers illegally using the bus-only lane, the department adopted an open-minded attitude. The cameras installed on the Tuen Mun Road were mainly used for traffic monitoring. As the drivers could predict the locations of the cameras easily and the mobility and flexibility of the cameras were restricted, they could not help the police in their prosecution work.

95. The Chairman explained that Members were suggesting that the TD must tie in with the law enforcement work of the police whenever possible.

96. Mr KONG of the HKPF said law enforcement and evidence gathering were the responsibilities of the police, which the police had been doing everyday. The police welcomed the reporting of cases by the public; the more information they provided, the easier the police could follow up on a case. Although the drivers could predict the locations of the existing snapshot cameras, the cameras could still effectively reduce speeding and traffic accidents; by the same token, although the drivers could predict the locations of the cameras of the Automatic Number Plate Recognition System and the monitoring cameras, those cameras were still very helpful in maintaining road safety. He reiterated that the law enforcement in a city was the responsibility of the police; however, it required the cooperation of different parties.

97. The Chairman said the relevant systems installed on the Tuen Mun Road must have created deterrence to the law offenders to a certain degree.

98. A Member said the relevant ordinance imposed a maximum fine of \$2,000 for the illegal use of a bus-only lane. According to the police, the number of penalty tickets issued for the offence committed at the Tuen Mun Road was around 200 per month, which accounted for a total amount of \$400,000 per month, or over \$4 million per annum. He commented that just by using the total amount of fines, the relevant government departments should be able to add a monitoring system on the Tuen Mun Road to help prosecuting the law offenders.

99. The Chairman said there was no direct relationship between the resource allocation to each department and the fines collected.

100. A Member requested the police to strengthen the prosecutions at the Tuen Mun Road to crack down on the vehicles illegally using the bus-only lane.

101. A Member requested the TD to ponder over ways to align with the law enforcement actions of the police.

102. The Chairman requested the police to send officers everyday to the Tuen Mun Road to institute prosecutions and requested the TD to take the initiative to cooperate with the police in the latter's work.

Hong Kong
Police Force
Transport
Department

(L) Request for Provision of Additional Passenger Information Display Boards at Siu Hong LRT Station
(TTC Paper No. 74/2017)

103. The Chairman welcomed Ms Annie LAM, Assistant Public Relations Manager - External Affairs of the MTR Corporation Limited ("MTRCL") to the meeting.

104. The first proposer of the paper said the MTRCL installed an information display in the concourse of the LR Siu Hong Stop to show the train arrival time many years ago, for the convenience of the passengers connecting to the LR. However, the LR Siu Hong Stop had many platforms but the passenger information display could only show the train information for its respective platform only. As trains departing from different platforms might pass the same stop; so, many passengers would try to chase a train arriving at another

platform to reach their destination early, and dangerous situations often arose. Therefore, she suggested the MTRCL to add one consolidated information display at each of the LR Siu Hong platforms No. 1, 2, 5 and 6 to provide passengers with train information for different platforms.

105. A Member said some passengers took LR Route Nos. 614, 615, 614P and 615P, which started from different platforms. If consolidated train information displays were installed, they could go directly to the platform with the earliest train arrival by reading the displayed train information; hence, the MTRCL should add such consolidated information displays as soon as possible, to facilitate passengers in the selection of a platform for boarding the earliest train. In addition, Yan Tin Estate was due for population intake and platform No. 4 of the LR Siu Hong Stop would encounter a corresponding increase in passengers, so it was also suggested to install a consolidated information display there.

106. A Member suggested to refer this discussion item to the Working Group on Traffic Problems within Tuen Mun District and to have a field visit.

107. The Chairman said it was not necessary to refer this discussion item to the working group, and he requested the MTRCL to reply to the proposal about the consolidated information displays.

108. Ms LAM of the MTRCL said they provided train information on each LR platform. For safety reasons, the MTRCL discouraged passengers from chasing a train on another platform, so it had no intention to show the train information of different platforms on one display. In addition, in the concourse of Siu Hong Station of the West Rail Line, information for different LR routes was displayed to facilitate passengers in locating the appropriate platform for train boarding. The MTRCL noted Members' comments and would continue to seek improvements of the passenger information display at the LR Siu Hong Stop. It would be glad to have a field visit with Members.

109. A Member said the information displays at the LR stops were quite old, they could only display two lines of information and could not show trains arriving over 10 minutes later, so he/she suggested the MTRCL to launch a regular schedule for the LR trains.

110. Ms LAM of the MTRCL said they would look for room for improvement on an overall perspective, but the safety of both the passengers and staff should be their prime concern.

111. To summarise, the Chairman requested the MTRCL to have a field visit with Members at the Siu Hong Stop (for LR)/Station (for the West Rail Line).

VI. Reporting Items

(A) Reports by Working Groups Progress Reports of Working Groups as at 31.10.2017

(TTC Paper No. 75/2017)

Working Group on Tuen Mun External Traffic

112. Members noted the paper.

113. 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

114. Members noted the paper.

115. 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

116. Members noted the paper.

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

(B) Report by the Transport Department

(TTC Paper No. 76/2017)

118. Members noted the paper.

VII. Any Other Business and Date of Next Meeting

119. A Member said two weeks ago, the MTRCL implemented crowd control during the morning peak hours at the LR Yau Oi Stop (towards Town Centre) as a trial measure. However, it had not conducted any prior consultation and even stopped the trial measure 3 days later, causing chaos in the stop.

120. A Member said before the MTRCL implemented the crowd control, it should carry out prior consultation with the stakeholders in the district.

121. A Member said the MTRCL installed fences on the platform of the LR Tai Hing Stop, making the platform passage even narrower and obstructing the passenger flow.

122. Ms LAM of the MTRCL responded that some LR platforms served several LR routes, and the trains of different routes would stop at different positions on the platform. In order to enhance crowd management, earlier on, the MTRCL had tried to arrange trains of different routes to stop at the same position on the same platform at the LR On Ting Stop, with corresponding supporting measures like giving notices, broadcast and additional platform assistants to help passengers getting on/off the trains. In fact, such arrangement had been implemented in many stations of the train network and according to the observation and trial result of the On Ting Stop, such arrangement could improve crowd management. However, the MTRCL understood that it took time for the residents to adapt to the new thing, so after listening to the opinions of Members and the community, the original arrangement of the station was restored. The MTRCL would continue to try different crowd management measures and keep communicating with the relevant District Councillors. In addition, fences were installed between the coupled-set LR vehicles (in front of the yellow lines) at the LR Tai Hing Stop. Such design was made at the request of the visually impaired to prevent them from stepping into the platform gap between the coupled-set vehicles. As there were relatively more elderly people residing near the LR Tai Hing Stop, the MTRCL introduced the design at this stop first.

123. The Chairman requested the MTRCL to communicate with the relevant District Councillors before implementing any new measures.

124. A Member said a traffic accident had happened on the Tuen Mun Road recently, but the police did not send any officer to divert traffic to the Castle Peak Road, so he/she suggested to write to the police on this issue.

125. A Member said a traffic accident happened on the Tuen Mun Road earlier and the police arrived at the scene expeditiously, indicating that the police was working diligently.

126. A Member said the Tuen Mun Road often became jammed due to traffic accidents, but the display board on the Tuen Mun Road did not show the relevant information to enable the drivers to divert their vehicles from their current routes.

127. Mr WONG of HKPF said after a traffic accident had happened on the Tuen Mun Road, the police would immediately execute coordination to divert traffic to the Castle Peak Road to ease the traffic flow quickly. In addition, there was a coordination system

between the police and the TD. If necessary, the display board on the Tuen Mun Road would show the latest traffic information for the drivers' reference.

128. The Chairman thanked the police for their good work and suggested to write to the police to convey Members' requests.

Secretariat

(Post-meeting note: The said letter was sent on 27 December 2017.)

129. The Chairman said the first meeting of the coming term of the TTC would be held at 9:30 a.m. on 9 January 2018 (Tuesday), during which the new Chairperson and new Vice-chairperson would be elected. The discussion for creating the various new working groups would be held in the 2nd meeting of the new term of the TTC. During the transition of the current term to the new term of the working groups, businesses had to move on; so, adopting the past practice, the TMDC resolved to having the existing jobs followed up by the conveners of the old working groups until the formation of the new ones in the coming term.

130. There being no other business, the meeting ended at 1:59p.m.

Tuen Mun District Council Secretariat

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