

Minutes of the 12th Meeting of
the Traffic and Transport Committee (2018-2019) of
the Tuen Mun District Council

Date : 6 September 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. | End of meeting |
| 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. | 11:29 a.m. |
| Mr TO Sheck-yuen, MH | TMDC Member | 9:32 a.m. | End of meeting |
| Mr CHU Yiu-wah | TMDC Member | 9:32 a.m. | 13:02 p.m. |
| Ms KONG Fung-yi | TMDC Member | 9:32 a.m. | End of meeting |
| 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 TSUI Fan, MH | TMDC Member | 9:32 a.m. | 11:35 a.m. |
| Ms CHING Chi-hung | TMDC Member | 12:27 p.m. | End of meeting |
| Ms LUNG Shui-hing, MH | TMDC Member | 12:02 p.m. | End of meeting |
| Mr CHAN Man-wah, MH | TMDC Member | 9:32 a.m. | End of meeting |
| Mr CHAN Manwell, Leo | TMDC Member | 9:44 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. | 13:03 p.m. |
| Ms SO Ka-man | TMDC Member | 9:32 a.m. | End of meeting |
| Mr MO Shing-fung | TMDC Member | 9:32 a.m. | 13:00 p.m. |
| Mr KAM Man-fung | TMDC Member | 9:37 a.m. | 13:00 p.m. |
| 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 James CHAN | Co-opted Member | 9:34 a.m. | 11:07 a.m. |
| Mr IP Pak-wing | Co-opted Member | 9:32 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

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| Mr. KEUNG Sin Kwok | Acting Chief Engineer 4/Major Works, Highways Department |
| Ms LAI Wai Man, Iman | Senior Engineer 7/Central Kowloon Route, Highways Department |
| Ms SUEN Wai Ping, Cherry | Engineer 1/Castle Peak Road, Highways Department |
| Mr. LI Chun Fai, Alex | Technical Director, AECOM |
| Ms. Betsy LEUNG | Manager, Public Affairs, Transport Planning and Public Affairs, The Kowloon Motor Bus Co. (1933) Ltd |
| Mr. Dennis LEE | Manager, Transport Planning, Transport Planning and Public Affairs Department, The Kowloon Motor Bus Co. (1933) Ltd |
| Mr. WONG Kam Tim | Assistant Manager, Operations, The Kowloon Motor Bus Co. (1933) Ltd |
| Ms Annie LAM | Public Relations Manager – External Affairs, MTR Corporation Limited |

In Attendance

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| 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 |
| Ms. WAN Mei Yin | Engineer/Tuen Mun North, Transport Department |
| Mr. NG Ho Leung, Jacky | Engineer/Tsing Yi, Transport Department |
| Mr. WONG Yui Wai, Rex | Engineer/Special Duties 2, Transport Department |
| 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. AU Kin Chung | District Engineer/General (1) A, Highways Department |
| Mr. CHAN Yuen heng, Jason | Engineer/15 (West), Civil Engineering and Development Department |

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| 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 |

Absent

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|------------------|-----------------|
| Mr NG Koon-hung | TMDC Member |
| Mr LAM Chung-hoi | TMDC Member |
| Mr CHAN Wai-ming | Co-opted Member |

I. Opening Remarks

The Chairman welcomed all to the 12th meeting of the Traffic and Transport Committee (“TTC”) (2018-2019).

2. The Chairman said that Mr NG Ho-leung, Jacky, Engineer/Tuen Mun North of the Transport Department had been transferred to another post. On behalf of the TTC, the Chairman welcomed his successor Ms WAN Mei-yin and thanked Mr NG for co-operating with the TTC in the past. He continued to say that the duty of District Engineer/Tuen Mun (West) of the Highways Department (“HyD”) was assumed by Mr AU Kin-chung as acting appointment. On behalf of the TTC, he also welcomed Mr AU to attend this TTC meeting for the first time.

3. The Chairman reminded members of the public observing the meeting that the press areas set up on both sides of the screen at the back of the conference room were reserved for use by media representatives who had registered and received stickers for identification. Other members of the public observing the meeting should remain in the public seating area.

4. 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

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

III. Confirmation of Minutes of the 11th meeting of TTC (2018-2019)

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

IV. Discussed Items

A. Follow Up on the Work Progress of Tuen Mun Western Bypass and Route 11 (Previously Route 10)
(TTC Paper No. 52/2019)
(Replies from Highways Department and Transport Department)

7. The Chairman said that the Transport Department (TD) and the HyD had

submitted replies before the meeting and the Secretariat distributed the reply concerned to Members on 5 September 2019.

8. The first proposer of the paper said the Tuen Mun Western Bypass and the Route 11 projects had been stuck at the study stage. He said that after the commissioning of the Tuen Mun – Chek Lap Kok Link (North Section) (“the Link”), there would be serious traffic congestion problem in the Tuen Mun District so the TD and the HyD should provide specific explanation on the progress of the two projects above.

9. Mr WU Fan of the HyD said that the department had no further comments on this issue other than the reply submitted by the Major Works Project Management Office.

10. A Member showed great dissatisfaction with the government’s delay in the construction of the Tuen Mun Western Bypass and worried that there would be serious traffic congestion and air pollution in the Tuen Mun District after the commissioning of the Link. She continued to say that she had repeatedly proposed since 2010 that the Tuen Mun Western Bypass needed the provision of an exit connecting the Kong Shum Western Highway. Although the government had adopted the above proposal, there had been no exact date of commencement of the Tuen Mun Western Bypass so far. She requested the government to implement the construction of the Tuen Mun Western Bypass expeditiously.

11. A Member said there had been no progress on the Tuen Mun Western Bypass and the Route 11 for many years and suggested the Chairman pass this issue to the TMDC to follow up and urged the government to have a study on the above projects expeditiously.

12. The Chairman said that the construction of the Route 11 was related with the Lantau Tomorrow Vision. At present, the development of the Lantau Tomorrow Vision was not clear so it would be of little use to pass this issue to the full meeting to follow up. He continued to say that Members could express their comments on this issue but they should understand that the projects concerned could not be completed overnight.

13. A Member said that the Route 11 should not be mixed with Lantau Tomorrow Vision. He pointed out that the Route 11 could ease the ever-existing traffic congestion problems in Tuen Mun and Yuen Long. The TMDC should relay residents’

wish to the government. On the Tuen Mun Western Bypass, he said that the Transport and Housing Bureau (“THB”) consulted the TMDC on the initial proposal in 2016. At the time, district councillors supported the proposal concerned in general so he did not understand why the construction of the Tuen Mun Western Bypass had not been implemented so far. He continued to say that according to the replies from the TD and the HyD, the feasibility study of the Tuen Mun Western Bypass commenced in the fourth quarter of 2017 and it was expected to take two years to complete. Now, it was September 2019 and the department concerned should first consult the TMDC on the interim study findings. Therefore, he requested the department concerned to report on the progress of the above study in writing. Moreover, as the construction of the Tuen Mun Western Bypass would take some time, he requested the department to put forward a transitional proposal to ease the future traffic crisis in the Tuen Mun District.

14. The Chairman said that the government should consider the routing and the location of exit of the Route 11 first instead of waiting for handling them together until the implementation of the Lantau Tomorrow Vision.

15. A Member said that before the government proposed the Lantau Tomorrow Vision, Members had followed up the progress of the Route 10 (i.e. the predecessor of the Route 11). He opined that the government should have an overall plan on the transport network in the Tuen Mun District instead of delaying the construction of the Tuen Mun Western Bypass and the Route 11, causing long-term troubles to the Tuen Mun residents because of traffic congestion. He continued to say that he agreed with passing this issue to the TMDC to follow up.

16. A Member said that the routing and the location of the exit of the Route 11 had great impact on the Tuen Mun District but the government had not consulted the TMDC on the details concerned. Moreover, it was resolved at last TTC meeting to arrange a meeting with the Secretary for Transport and Housing (“STH”). However, the bureau had not provided a specific reply or sent an officer to attend the TTC meeting today so he asked the Chairman to continue to follow up.

17. The Secretary said that the Secretariat had written to the THB on 16 August 2019 for arranging a meeting with the STH and received a reply from the bureau one day before the meeting. The Secretariat distributed the reply from the bureau to Members that afternoon by emails.

18. The Chairman said that the TTC could write to the THB again for arranging a

meeting with the STH and Members could go to the STH's office together for the meeting.

19. Members raised another round of comments and enquiries on this issue as follows:

- (i) A Member said that political parties could often have a meeting with the STH. However, there was not no reply when the TTC wanted to arrange a meeting with the STH so the Member had great dissatisfaction;
- (ii) A Member said that the THB's reply did not answer positively whether there would be a meeting with Members. She opined that it was unacceptable to have a meeting rejected when the TTC Chairman wanted to arrange a meeting with the STH. She suggested that the Chairman should call the STH in person to see what happened;
- (iii) A Member said that when carrying out infrastructure works, the government did not study a solution until there had been a problem for a long time just because they wanted to use public money properly. She opined that the government should change their way of thinking and carry out the corresponding road construction together when forecasting the population growth in new development areas. She pointed out that the Route 11 had been discussed for many years but the government did not apply for fund allocation from the Legislative Council for preliminary study until now. She opined that the government should consult the TMDC first before the commencement of the study to avoid the study findings being different from the comments of the TMDC. She suggested that the issue should be discussed together when the TTC had a meeting with the STH and they should write to the STH first to relay Members' comments;
- (iv) A Member said that the Route 11 and the Tuen Mun Western Bypass could have a great improvement on the traffic conditions in the Tuen Mun District so they should be constructed expeditiously. However, if the exit of the Tuen Mun Western Bypass was located at Tsing Tin Road before the completion of the road improvement works of Wong Chu Road, there would be serious congestion in the three trunk roads of Tsing Tin Road, Wong Chu Road and Pui To Road running across the east and the west of Tuen Mun. Therefore, it was not a good proposal. Moreover, locating the exit of the Tuen Mun Western Bypass at Tsing Tin Road would have a serious impact on the residents and

community facilities in the north-western area of the Tuen Mun District. He continued to say that it was not an ideal design to locate the exit of a cross-border road at the town centre. He suggested that the exit of the Tuen Mun Western Bypass should be located on the other side of the Tuen Mun River or connected with the Kong Sum Western Highway;

- (v) A Member said that the Tuen Mun Western Bypass project should be implemented expeditiously to ease the vehicular flow entering Tuen Mun from the Link. He pointed out that the government had introduced a Y-shaped Proposal to the TMDC earlier to locate the exits of the Tuen Mun Western Bypass at Tsing Tin Road and the Kong Shum Western Highway respectively. At the time, Members said they had objections to the above proposal so the government had the responsibility to put forward a better proposal and report to district councillors and citizens on the progress concerned. If there was no progress after so many years, the THB should be condemned. Moreover, the THB said in their reply the day before that the traffic flow in Lung Mun Road and Wong Chu Road was stable but did not provide explanation about the impact on traffic flow after the commissioning of the Link; and
- (vi) A Member said that Members showed concern about the development of the Route 11 in general and expected that the Route 11 would connect with the Kong Shum Western Highway. He showed dissatisfaction with the THB for not giving a reply until one day before the TTC meeting. He also suggested that Members should go to the office of the STH together on the specific date for a meeting and invite the Legislative Councillor of the NTW constituency to join. Moreover, he requested the HyD to write in official format when submitting a reply in future.
20. Mr AU of the HyD said that the department noted Members' comments and would relay to the division concerned.
21. The Chairman said that the TTC would write to the THB again inviting the STH for a meeting and ask Members who had interest to attend the meeting to contact the Secretariat.

Secretariat

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

**(B) How to Meet Future Traffic Demand on King Fung Path
(TTC Paper No. 53/2019)**

22. The Chairman welcomed Ms LEUNG Kar-yan, Manager (Public Affairs), Communications and Public Affairs Department, Mr LEE Fong-ling, Manager (Traffic Planning), Traffic Planning and Public Affairs Department and Mr Brian WONG, Assistant Manager (Operations) of the Kowloon Motor Bus Company (1933) Limited to the meeting.

23. The first proposer of the paper said that the government focused on land sale and housing development only in the area of King Fung Path but did not consider new demands for transport. Therefore, he requested the department concerned to explain whether a study was conducted on the improvement of King Fung Path.

24. Mr MA Yik-kau, Victor of the TD said that the department had conducted a site inspection for the traffic conditions at the junction of King Fung Path and found that the traffic flow mainly concentrated in the period between 7:40 a.m. and 8:05 a.m. while the traffic flow in the rest of the time was relatively low. To ease the vehicular flow during the time when students went to schools, the department had adjusted the traffic lights at the junction of King Fung Path in the morning and extended the time of the green lights for the traffic turning into the Castle Peak Road from King Fung Path in peak hours. The TD would continue to pay attention to the traffic conditions at the junction of King Fung and further adjust the time of the traffic lights at that location if needed.

25. A Member said that the captioned paper proposed that the junction of King Fung Path should be widened to carry two-way traffic but there was technical problem in reality. She pointed out that there was a central LPG store of a housing estate nearby on one side of the junction of King Fung Path and it was necessary to keep a certain distance with the road. The pavement on the other side was very narrow. If the junction of King Fung Path was widened, requisition of private land would be needed. However, the incorporated owners of the housing estate affected had stated that they had objections to the land requisition. She continued to say that there might be the possibility that the King Fung Light Rail Stop needed to be relocated for the widening of the junction of King Fung Path to reserve adequate space for two traffic lanes. Moreover, she welcomed the TD for the implementation of the adjustment of the traffic lights at the junction of King Fung Path. She also agreed with the proposal on the frequency increase of Routes No. 67M and 67X in the captioned paper.

26. Mr MA Yik-kau, Victor of the TD said that the department had initially examined the feasibility of widening the junction of King Fung Path. At present, the traffic lanes at the junction of King Fung Path were about ten metres wide and the pavements on either side were about two metres wide with a safety island in the middle of the road. As the space of the road was limited, it was not suitable to widen the road to carry two-way traffic. The TD noticed that the traffic flow at the junction of King Fung Path mainly concentrated at the time when students went to schools while the traffic was generally smooth in the rest of the time. Therefore, the department would increase the efficiency of the vehicles turning into the Castle Peak Road by adjusting the traffic lights at the junction of King Fung Path first. The department noted Members' comments and would continue to pay attention to the traffic conditions at the junction of King Fung Path.

27. A member had dissatisfaction with the reply from the TD and said that the department's measures had not considered the population growth in the vicinity of King Fung Path. He suggested that the department should connect King Fung Path to other roads. He continued to say that currently there was not sufficient bus service in the area of King Fung Path and there were a lot of vehicles illegally parked on either side of King Fung Path. He worried that the traffic problem would become more serious after the intake of new housing estates in the area. He opined that the government should consider complementary transport facilities in the area first before deciding to sell the lands in the area.

28. A Member suggested that the King Fung and San Hui Light Rail Stops should be elevated to spare space on the road to reduce traffic problems.

29. The Chairman suggested that the department concerned should study connecting King Fung Path to the vicinity of Fu Tei and the Ling Nan University and improve the bus service in the vicinity of King Fung Path.

30. Mr Stephen WAN of the KMB said that his company had noticed the housing project development in the vicinity of King Fung Path and were closely monitoring the operation of Routes No. 67M and 67X. Although the frequency of the above routes could still satisfy the current demands, the KMB had planned to launch Route No. 67A in 2020 to satisfy the demands for transport in the area.

31. Ms TSE Sau-ching of the TD said that the department showed great concern about the passengers' demands for Routes No. 67M and 67X and would follow up the

service level of the above routes with the KMB. The TD would adjust the service of the routes concerned in due course to cater for the passengers' demands.

32. A Member said that two private housing estates in the vicinity of King Fung Path would commence intake so she requested the TD to examine the carrying capacity in the area after the intake. Moreover, as Route No. 67A would depart at Po Tin, she worried that buses of that route would be very packed when they got to King Fung. Therefore, she opined that it was still necessary to boost the service of Routes No. 67M and 67X.

33. A Member requested the TD to reply to the proposal for elevation of the King Fung and San Hui Light Rail Stops.

34. Mr MA of the TD said that the department noted Members' comments. After adjusting the traffic lights at the junction of King Fung Path, the department would continue to pay attention to the traffic conditions at that location and would further adjust the traffic lights if needed.

35. A Member said that the land sold in King Sau Lane was originally used for community facilities purpose. Before the Planning Department rezoned the land to residential purpose, they would request the TD to conduct an assessment on the traffic conditions at the location concerned. Therefore, the Member requested the TD to provide explanation on the traffic assessment data in the King Fung area.

36. Mr MA of the TD said that as he understood, the land recently sold in King Sau Lane had been planned for residential purpose. When it was planned, the complementary traffic facilities in the vicinity of King Fung should have been considered.

37. The Chairman concluded that the TD were requested to re-consider the complementary traffic facilities in the King Fung area.

(C) Request the Transport Department to Set Up an Office in Tuen Mun
(TTC Paper No. 54/2019)
(Reply from Transport Department)

38. The first proposer of the paper who was also the Chairman said the population in the Tuen Mun District was over 500,000. However, Tuen Mun residents needed to go to Sham Shui Po or Shatin at present to handle licensing matters so it was very

inconvenient. Therefore, he suggested that the TD should open an office in Tuen Mun.

39. Mr LEUNG Chun-him, Damon of the TD said the department had no further comments on this issue other than the reply.

40. The Chairman said that the Tuen Mun District was densely populated and there were strong demands for handling transport licences so he showed dissatisfaction with the reply from the TD and said that they should be condemned. He suggested that the TD should consider to open an office at the new Siu Lun Government Complex to the convenience of the citizens.

41. Members raised comments and enquiries on this issue as follows:

- (i) A Member agreed with the captioned request. He said that according to the constituency boundary of the direct election of the Legislative Council, there are TD Licensing Offices on the Hong Kong Island, in the Kowloon East, Kowloon West and the New Territories East. There were nearly 2 million people in the New Territories West but there was no licensing office. He continued to say that the utilisation of the four licensing offices was saturated. There were also “Queuing Gangs” submitting many applications at the same time so citizens needed to queue for many hours. Moreover, although the reply from the TD said citizens could handle the licensing matters through the internet, many licensing items needed to be handled in person at present so he hoped that the TD would consider to open a licensing office in Tuen Mun;
- (ii) A Member said that he supported the captioned request. He opined that all the space available at the Siu Lun Government Complex had been allocated so it was not possible to open a licensing office there. He suggested that the TD should plan the provision of a licensing office in other new development projects in the Tuen Mun District early;
- (iii) A Member said that before the TD licensing matters went electronic completely, the TD should try to spread the customer flow of the current licensing offices. Moreover, Tuen Mun is the centre of the New Territories West so it was a suitable arrangement for opening a licensing office in Tuen Mun. He hoped that the TD would re-examine the suggestion concerned;
- (iv) A Member said he had suggested that more than ten lands for education purpose in the Hung Shui Kiu New Development Area should be rezoned for

Government, Institution and Community purpose. He opined that the TD could study the opening of a licensing office at the land concerned. He continued to say that there were nearly 2 million people in the New Territories West so the TD should not ignore the residents' demands in the district;

- (v) A Member said that there was only the New Territories West where there was no licensing office and it was apologetic to the residents in the district. Therefore, the request for the opening of a licensing office in the New Territories West was very reasonable. She suggested that the TTC should raise this request together when they had a meeting with the STH; and
- (vi) A Member said he supported the captioned request and opined that it was not reasonable for having no licensing office in the New Territories West. He continued to say that the reply from the TD listed the locations of the current licensing offices only but did not provide a positive answer to the problem of having no licensing office in the New Territories West. He opined that government officials should refer to the comments of the district councillors and handle problems with a more forward-looking thinking;

42. The Chairman said that the TTC could raise this issue together at the meeting with the STH. He reiterated that the TD should open a licensing office in the New Territories West. The TTC would write to the Commissioner for Transport on this issue and urge the department to re-consider the captioned request.

Secretariat

43. Mr LEUNG of the TD said that the department noted Members' comments. At present, apart from going to the four licensing offices in person, citizens could handle the some of the licensing matters by post, through the drop box or internet. He would relay Members' comments to the department's licensing division to conduct a study and follow up.

44. The Chairman said that the TD should consider to open offices of other divisions in Tuen Mun apart from the licensing office.

45. A Member said that citizens often needed to go to the licensing offices to handle licensing matters at present. He pointed out that the Tuen Mun District linked with the two cross-border control points at the Shenzhen Bay and the Hong Kong – Zhuhai – Macau Bridge. He opined that the TD had not considered the citizens' demands for handling cross-border licences in the district.

46. The Chairman concluded that the term of the current district council would end. The paper was submitted with a view to fighting for the citizens' interest on transportation.

(Post-meeting note: the letter concerned was sent on 20 September 2019.)

(D) Request for Expeditious Widening of Castle Peak Road – Castle Peak Bay and Provision of Works Timetable

(TTC Paper No. 55/2019)

(Reply from Highways Department)

47. The Chairman welcomed Ms KEUNG Sin-kwok, Acting Chief Engineer 4/Major Works, Ms LAI Wai-man, Iman, Senior Engineer 7/Central Kowloon Route and Ms Suen Wai-ping, Cherry, Engineer 1/Castle Peak Road, Transport Department and Mr LEE Chun-fai, Director of the AECOM Asia Company Limited to the meeting.

48. The Chairman said that the Highways Department (HyD) had submitted a reply before the meeting and the Secretariat distributed the reply concerned to Members on 5 September 2019.

49. The first proposer of the paper who was also the Chairman said that the works for the widening of the Castle Peak Bay section in the Castle Peak Road (“Widening Works”) should have commenced in 2016. As citizens applied to the High Court for a judicial review on the widening works, the widening works and the works for the lift at the footbridge outside the Sam Shing Estate were shelved. Then the residents along the Castle Peak Road had suffered from traffic congestion for many years. After the High Court ruled in favour of the government on 17 May 2019, he wrote to the HyD in June 2019 asking the department whether they would continue the widening works but the department did not provide a specific reply. Therefore, he submitted the paper to request the department to expedite the implementation of the widening works. He continued to say he understood that it would take many years to commence the works again. However, he requested the government to explain specifically whether the widening works would continue and give priority to the implementation of the improvement works roundabout at Tsing Ying Road roundabout.

50. A Member said that the progress of the widening works had been discussed at the TMDC for many times but the HyD did not provide a specific reply, saying that legal proceedings were underway. In May 2019, she wrote to the High Court and asked why no ruling was given after the trial had ended long time ago. After the ruling

was given, she followed up the progress of the widening works with the HyD. She requested the HyD to provide explanation on the schedule of the widening works. She also asked whether the layout plan that the HyD used for the gazette was different from the plan on which the department consulted the TMDC in the past (including the location of the noise barrier and the road widening arrangements), and whether it would be revised again.

51. The Chairman said he mainly hoped that the HyD would explain whether the widening works would continue. He understood that the department could not work out the project schedule until the Legislative Council had approved the project vote.

52. A Member said the TTC had requested last year that the HyD should work out a contingent plan for the outcome of the judicial review on the widening works. He opined that if the HyD commenced preparations for the widening works on their own initiative first, the widening works could be commenced again very soon after the ruling was given.

53. Mr KEUNG of the HyD said he understood that Members showed great concern about the progress of the widening works. Since the High Court had given the ruling on the judicial review, the department subsequently commenced the preparation work concerned in order to commence the widening works expeditiously.

54. Ms LAI of the HyD briefed on the latest progress of the widening works. She said that the High Court had delivered judgement in favour of the government on the case of judicial review on the widening works on 17 May 2019. The HyD would implement the project approved by the Executive Council on 2 June 2015 expeditiously and had reviewed the arrangements on the project with the departments concerned immediately. At present, the project consultant was conducting technical review work on road safety assessment, tree surveys and examination of tender documents. The department would do their endeavour to expedite the review work. If everything went smoothly, the department would try the best to apply to the Legislative Council for fund allocation next year and complete the works in 2024 expeditiously in order to improve the traffic conditions at the Castle Peak Bay section of the Castle Peak Road. She continued to say that the project plan gazetted on 10 and 17 January 2014 was the same as the plan on which the TTC were consulted before it was gazetted. In light of the comments received from the Chu Hai College during the period of gazette, the department cancelled the provision of noise barrier in front of the Chu Hai College. The revised project plan was approved by the Executive Council on 2 June 2015 and the

authorisation notice of the revised project was gazetted on 3 July 2015.

55. The Chairman concluded that he believed the HyD had consulted the local residents on the project plan and the location of the noise barrier that year. He hoped that the department would work hard to consult the residents when they commenced the widening works. He continued to say that he understood the widening works would be commenced again next year the soonest and completed in 2024. He hoped that the HyD would give priority to the improvement of the location with serious traffic congestion.

(E) Request for Expeditious Construction of a Slip Road at So Kwun Wat
(TTC Paper No. 56/2019)

(Reply from Highways Department)

56. The Chairman said that the HyD submitted a reply before the meeting and the Secretariat had distributed the reply concerned to Members on 4 September 2019.

57. The first proposer of the paper who was also the Chairman said that the population in the vicinity of the Castle Peak Road in Tuen Mun (including So Kwun Wat) continued to go up. According to government data, the population in that area had increased greatly to 31,065 people in 2019 from 21,285 in 2015. There were a lot of lands for private housing estates purpose along the Castle Peak Road and many residential projects were under construction. It was expected that with the increasing population in that area, the Castle Peak Road would be more congested. He suggested the construction of a slip road on So Kwun Wat Road near the Tuen Mun Road to allow vehicles to go into the Tuen Mun Road, thus diverting the traffic in the vicinity of the Castle Peak Road to reduce congestion.

58. A Member said that the slip road on So Kwun Wat had nothing to do with the Route 11 and should not be mixed with the feasibility study of the Route 11. He continued to say that the So Kwun Wat area was planned as residential purpose 20 years ago. With a lot of private housing estates in the area and large number of residents getting around in cars, the government should have a planning of the road network and complementary traffic measures in the area early.

59. A Member said that the TMDC had discussed a paper on the Route 11 in 2017, which mentioned the plan of the construction of a slip road in So Kwun Wat to connect the Route 11. However, the government commenced the feasibility study of the Route 11 without consulting the Tuen Mun residents. Therefore, the residents did not know

the content of the study and found it difficult to assess the impact of the construction of the slip road on the So Kwun Wat area. She requested the HyD to provide explanation on the exit location in So Kwun Wat and the information concerned of the proposed slip road so that Members could consult residents.

60. The Chairman said that this paper was designed to propose that the government should explore the feasibility of the construction of a slip road in So Kwun Wat. It had nothing to do with the Route 11.

61. A Member said that it was the HyD which proposed that the slip road in So Kwun Wat should be considered together with the feasibility study of the Route 11. Moreover, the construction of the slip road in So Kwun Wat might divert the vehicular flow on the Tuen Mun Road to So Kwun Wat thus making the traffic in the area more congested. Therefore, the factors concerned should be considered together in the study.

62. A Member said that her previous remarks were made just to point out that the proposal in the paper was not the same as the reply from the HyD. She continued to say that Members generally had no objection to the construction of a slip road in So Kwun Wat. However, the reply from the HyD not only bundled up the slip road in So Kwun Wat and the Route 11, but the construction of the slip road to connect the Route 11 was also different from Members' proposal. Therefore, the department should provide explanation on the details early.

63. The Chairman said that the captioned proposal was designed to ease the traffic on Tuen Mun Road. The department concerned should study the feasibility concerned instead of mixing it with the project of the Route 11.

64. Mr NG of the HyD said that the department had no further comments on this issue other than the reply submitted by the Major Works Management Office. On the matters related to the traffic and transportation other than the Route 11, he believed that the TD would conduct a further study.

65. A Member said that the reply from the HyD had specifically expressed that they "would study the feasibility of connecting a slip road in So Kwun Wat to the Tuen Mun Road" but not connecting a slip road in So Kwun Wat to the Route 11 like what some Members had said earlier. He requested the HyD to explain when the study on the slip road in So Kwun Wat would be completed.

66. The Chairman concluded that the HyD should study the feasibility of the captioned proposal separately and make a specific reply.

F. Request to Address the Problems of Lost Trips and Stop Skipping on Route No. 46A

(TTC Paper No. 57/2019)

67. The first proposer of the paper said that since she had submitted a paper to discuss the problem of lost trips on Green Minibus (“GMB”) Route No. 46A earlier, the service operator concerned had provided signs at some stops only, which did not help solve the problem of lost trips. She pointed out that during the drivers’ shift change period around 2 p.m., the situation of lost trips was particularly serious. She received many complaints saying that there was not even a GMB Route No. 46A passing after one had waited for 45 minutes to 1 hour at the stop outside the SKH St. Simon’s Lui Ming Choi Secondary School. She opined that if the service operator concerned could not provide proper services to residents, there should be a tender again.

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

68. Ms TSE of the TD said that the department showed great concern about the service of the GMB Route No. 46A. On the concern raised in the paper, the department conducted on-board spot checks by officers at the Tuen Mun Town Plaza and the Noble Place in the mornings and afternoons last month. All the randomly-checked trips passed through the en-route stop at San Hui. Moreover, according to the spot checks conducted by the department this month, the trips departed from the Noble Place between 1 a.m. and 2 p.m. ran every 20 minutes while those passed through the Lui Ming Choi Secondary School heading the Noble Place between 2 p.m. and 3 p.m. ran every 20 odd minutes. As the route concerned ran every 30 minutes in non-peak hours, the above conditions tallied with the schedule of service. Nevertheless, the department understood that Members showed great concern on the service of Route No. 46A. If there were any problems, the department would follow up with the service operator immediately.

69. A Member said that if the TD conducted spot checks, they needed to do so at the en-route stop at the Lui Ming Choi Secondary School. Moreover, she pointed out that when Route No. 46A was launched, it was promised that there would be two minibuses running the whole day so they should be running every 15 minutes.

70. Ms TSE of the TD said that according to the schedule of service of Route No. 46A, the route concerned should run every 15 minutes in peak hours and every 30 minutes in non-peak hours. The department would closely follow up the service of the route concerned to ensure that it would comply with the requirements of the schedule of service.

71. The Vice-chairman concluded that the TD were asked to consider Members' comments and suggested that the department should invite the councillor of the constituency concerned to join the spot check next time.

(G) Request to Convert Some Bicycle Parking Spaces on Tuen Fu Road into Motorcycle Parking Spaces
(TTC Paper No. 58/2019)

72. The first proposer of the paper said that residents in the vicinity of the Fu Tai, Siu Hong and Parklands Villa often reflected that there were insufficient motorcycle parking spaces in that area. He pointed out that there were nearly one hundred bicycle parking spaces at the bicycle parking near the Siu Hong MTR Station on Tuen Fu Road. At present, there were a large number of abandoned bicycles and sundry articles. As the above bicycle parking was located beside the traffic lanes of Tuen Fu Road, he suggested that some of the bicycle parking spaces should be converted into motorcycle parking spaces. He continued to say that he had raised the above proposal to the TD in the past but received objection from the department. He hoped that the TD should re-consider the proposal concerned.

73. A Member said that the entrance of the bicycle parking on Tuen Fu Road crossed the cycle track and the pavement. If motorcycles travelled across the cycle track and the pavement, there would be danger so she opined that it was not suitable to convert them into motorcycle parking spaces. She had a counter-proposal for the provision of motorcycle parking spaces at the end of Tuen Fu Road and suggested conducting a site inspection with the TD.

74. The Vice-chairman asked the first proposer of the paper about the number of proposed motorcycle parking spaces.

75. The first proposer of the paper said that on the safety problem raised by other Members, he noticed that part of the cycle track in the Castle Peak Road was very close to the road too. Therefore, he opined that the safety problem could be solved. He pointed out that there were a large number of abandoned bicycles at the bicycle parking

on Tuen Fu Road at present thus causing a waste of land. He hoped that a solution could be raised by striking a balance between safety and provision of motorcycle parking spaces.

76. Mr MA of the TD said that the bicycle parking near the Siu Hong MTR Station on Tuen Fu Road was designed mainly to the convenience of the cyclists who would take the MTR. The department had conducted site inspections on Members' proposal. If some of the bicycle parking spaces were converted into motorcycle parking spaces, there would be a driveway across the pavement and the cycle track for the motorcycles. The arrangement concerned might have an impact on the safety of pedestrians and cyclists. Moreover, if the bicycle parking was converted for both bicycles and motorcycles, the motorcycles might affect cyclists when they travelled in the parking spaces so the TD did not support the captioned proposal. The TD noted Members' comments and would actively study the provision of motorcycle parking spaces at other locations of Tuen Fu Road to satisfy demands of the residents in the area. He continued to say that the department showed great concern about the problem of abandoned bicycles at the bicycle parking on Tuen Fu Road and had requested the TMDO to assist with the follow-up.

77. The Vice-chairman said a Member pointed out that the utilisation of the bicycle parking on Tuen Fu Road was very low and asked whether the TD would review the use of the location concerned.

78. Mr MA of the TD said that the department would continue to pay attention to the utilisation of the bicycle parking concerned.

79. A Member said that there were a lot of bicycles which had been abandoned at the bicycle parking on Tuen Fu Road for a long time. This reflected a lack of management by the department and low utilisation. On the other hand, there were insufficient motorcycle parking spaces in the area. He requested the TD to propose locations suitable to be used as motorcycle spaces on Tuen Fu Road for Members' further discussion.

80. The Vice-chairman concluded that the TD were requested to conduct a site inspection with the first proposer of the paper and the councillor of the constituency concerned and invite Members who had interest to join.

TD,
Secretariat

(Post-meeting note: the site inspection concerned was conducted on 30 September

2019.)

(H) Request Again to Improve Transport between Lung Mun Stop and North District

(TTC Paper No. 59/2019)

(Reply from Transport Department)

81. The Vice-chairman said that the TD submitted a reply before the meeting and the Secretariat had distributed the reply concerned to Members on 4 September 2019.

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

82. A Member pointed out that passengers of the GMB Route No. 44 found it difficult to get on the bus at the en-route stops. The route concerned did not have sufficient minibuses coupled with unstable frequency of the special departments at the en-route stops at Lung Mun, On Ting and Siu Lun. He said that these problems had been discussed for a long time so he hoped that the situation concerned could be reflected again. He continued to say that the above problem had not been reduced. Moreover, there would be completion of residential development projects gradually in the vicinity of the Tuen Mun Pier so he worried that the traffic conditions in the future would continue to worsen. He suggested allowing bus companies to launch bus service plying between the Tuen Mun Pier and the North District to make up for the insufficient service at present and provide one more choice for the residents.

83. Mr LEUNG of the TD said that the GMB Route No. 44 ran every two to eight minutes at present. According to the service survey conducted at the Lung Mun Stop recently, Route No. 44 ran every five minutes in the morning peak hours and every four minutes or so in the afternoon peak hours on average. Both complied with the requirements of the schedule of service. However, subject to the carrying capacity of the GMB, passengers might need to queue for one more than one bus when waiting at the en-route stops after the Lung Mun Stop. However, most of the passengers could get on the GMB within ten minutes so the department opined that the current service could satisfy the passengers' demands in general. He continued to say that the department understood the trip of Route No. 44 was rather long and the travel time could be affected by the road situation easily. Therefore, he had focused on the follow-up on the unstable frequency in the morning peak hours with the service operator. The service operator had sent staff to take up duty at the main en-route stops including the Lung Mun Stop in the morning peak hours from Monday to Friday so that there would be empty buses arranged to pick up the passengers in light of the actual situation.

Moreover, the service operator was replacing the current 16-seaters with 19-seaters actively. At present, there were more than 30 19-seaters running in Route No. 44. The service operator also promised to continue to introduce 19-seaters to strengthen the service. The department would continue to closely monitor the service of Route No. 44 and conduct reviews with the service operator in due course.

84. Members raised comments and enquiries on this issue as follows:

- (i) A Member asked how the TD calculated the frequency of Route No. 44 passing through the Lung Mun Stop in the morning peak hours and requested the department to clarify whether the minibuses which were already full when passing through the Lung Mun Stop would be counted. Moreover, he asked whether the TD would consider having the current bus route going to the North District extended to the Tuen Mun Pier;
- (ii) A Member said that although there were often Route No. 44 passing through the Lung Mun Stop and the Sun Tuen Mun Centre in the morning peak hours, passengers often needed to wait for 45 minutes until they could get on the buses. He opined that it was unacceptable and TD was requested to consider to solve the problem in other ways and suggested conducting a site inspection in the morning peak hours with the TD again; and
- (iii) A Member said that although the frequency of Route No. 44 complied with the requirements of the schedule of service, there would often be nearly 70 people waiting at the San Wai Stop. Therefore, passengers waiting at the back of the queue needed to wait for more than half an hour. She opined that if there was a bus route launched to ply between the Tuen Mun Pier and the North District, the current GMB operator would strengthen their service in the face of competition.

85. Mr LEUNG of the TD said that according to the service survey conducted by the department at the Lung Mun Stop recently, there were totally 34 trips of GMB Route No. 44 passing through the Lung Mun Stop between 6:30 to 9:30 a.m. There were vacant seats available for passengers in each trip. The department understood that the frequency would be affected by environmental factors such as weather and traffic conditions. However, the department would continue to study with the service operator to see how to increase the stability of frequency. When conducting the survey, the department also noticed that the service operator had allocated vacant buses flexibly to pick up passengers and the operator was reminded to maintain the arrangement concerned and continue to introduce 19-seaters.

86. A Member said that the service operator currently relied on bus regulators at the en-route stops to report on the situation of waiting passengers for the allocation of buses. However, there might not be a regulator at each stop so he asked whether the TD would request the service operator to send a staff member to be on duty at each stop. He continued to say that it would be a waste of time for the drivers to report the conditions of waiting passengers at the stops where there were no regulators. Therefore, the measures that the TD proposed could not solve the problem effectively.

87. The Chairman concluded that this issue would be passed to the Working Group on Tuen Mun External Traffic to follow up and suggested that the TD should request the service operator to try the best to arrange empty buses to pick up passengers.

Working Group
on Tuen Mun
External Traffic

(I) Request to Increase Frequency and Improve Service of Bus Routes No. B3 and B3A
(TTC Paper No. 60/2019)
(Reply from Citybus Limited)

88. The Chairman said that the Citybus Limited (“Citybus”) submitted a reply before the meeting and the Secretariat had distributed the reply concerned to Members on 4 September 2019.

89. The first proposer of the paper said that the frequency of Routes No. B3 and B3A was very insufficient but the Citybus said that the patronage of the above routes in peak hours was only 50%. He opined that the frequency of the above routes was too low so the passengers often went to take Route No. B3X at the Tuen Mun Plaza. Therefore, the patronage of Routes No. B3 and B3A was very low. Meanwhile, the Citybus allocated most of buses to Routes No. B3X and B3M so there were very insufficient buses of Routes No. B3 and B3A. In light of the low number of tourists recently, the demands for Route No. B3X had dropped so he requested the Citybus to re-allocate buses to Route No. B3 and B3A to boost the service of the above routes.

90. Members raised comments and enquiries on this issue as follows:

- (i) A Member said that the patronage of Routes No. B3 and B3A on weekdays might be lower but there were a lot of passengers on weekday evenings and holidays. Therefore, the Member hoped that the Citybus could increase the frequency of the above two routes to 15 to 20 minutes interval;
- (ii) A Member said that Route No. B3A had lost trips from time to time. In the past, Members proposed that Route No. B3M should be arranged to travel

along the Castle Peak Road and pass through the Fu Tai Estate instead. This arrangement could not only shorten the travel time of Route No. B3A for the increase of the frequency of the route concerned, it could also provide convenience to the residents along the Castle Peak Road going to the Shenzhen Bay Control Point. As no members had any objections to above proposal, he hoped that the TD would consider the proposal concerned;

- (iii) A Member said that he supported the proposal in the captioned paper. He continued to say that there was a huge difference in the frequency between Route B3X and B3 and B3A thus making residents hard to accept. In light of the drop of patronage of Route B3X recently, he opined that the Citybus should increase the frequency of Route B3 and B3A accordingly. Moreover, they could take Route No. B3 only when the residents of the Tuen Mun Pier returned to the Shenzhen Bay Control Point. However, many tourists and the residents of other areas in Tuen Mun often took the route which would depart first in order to get on the buses quickly. Therefore, those residents who had genuine needs could not get on the buses of Route No. B3. He hoped that the TD could try to improve the situation;
- (iv) A Member said that the travel time of Route No. B3 and B3A was too long so the passengers were inclined to taking Route B3X and B3M. He suggested that the TD should review the routes of Route No. B3X and B3M in light of the fall in the number of tourists. He opined that Route No. B3M could travel along the Castle Peak Road and pass through the Fu Tai Estate. After travelling past the Tin King Estate and Leung King Estate, Route No. B3A could pass through Kin Sang Estate for Yuen Long Highway. Moreover, he suggested increasing the frequency of Route No. B3 and B3A. He said that Members supported the above proposal in general so he hoped that the Citybus could readily follow the advice; and
- (v) A Member said that as long as the bus service between the Fu Tai Estate and the Shenzhen Bay Control Point could be maintained, he was open-minded on the routing of the bus route. Just now, other Members suggested arranging Route No. B3M to travel along the Castle Peak Road but the rest of the bus routes of Route B3 series also had different problems. Therefore, he suggested that the routes of B3 series should have a full review at the next term of the TMDC.

91. Mr LAM Chi-keung of the Citybus said that according to the recent operation record, buses of Routes No. B3 and B3A departed on time in general. On the patronage, the current frequency of the above routes could satisfy the passengers' demands and the Citybus would continue to pay attention to the change in passengers' travel mode. Moreover, the Citybus had increased the frequency of Routes No. B3 and B3A in the morning peak hours on Saturdays and holidays to 20 minutes interval to satisfy the additional passengers' demands. The Citybus would continue to review the service of every route and make improvement in due course.

92. A Member said that he did not agree with the reply from the representative of the Citybus and opined that residents' demands for Route No. B3 series was quite obvious. He said that the route of Route No. B3A was circuitous and could not satisfy passengers' demands. Therefore, he requested the above route to pass through Kin Sang Estate before heading for the Shenzhen Bay Control Point directly.

93. A Member said that Route No. B3A should pass through Siu Hong and Route No. B3M should change to travel along the Castle Peak Road. He reiterated that the frequency of Routes No. B3 and B3A was too low so passengers often went to the Tuen Mun Town Centre to take Route No. B3X. Therefore, he requested the Citybus to re-allocate buses to Routes No. B3 and B3A to increase the frequency.

94. The Chairman concluded that he had suggested in the past that the Citybus and the light rail should introduce interchange concessions and the bus routes going to the Shenzhen Bay Control Point should depart at the same location together to save resources and increase the frequency but the Citybus did not accept the suggestion. He continued to say that this issue would be passed to the Working Group on Tuen Mun External Traffic to continue to follow up.

Working Group
on Tuen Mun
External Traffic

95. A Member suggested that the Citybus should increase the frequency of Routes No. B3 and B3A first on trial basis in order to collect data for further discussion at the meeting of the working group.

- (J) **Request to Increase Frequency of Routes No. 261S and 261X**
(TTC Paper No. 61/2019)
(Reply from The Kowloon Motor Bus Company (1933) Limited)
Request to Increase Frequency of Routes No. 261S
(TTC Paper No. 65/2019)
(Reply from The Kowloon Motor Bus Company (1933) Limited)

96. As the content of the above issues were related, the TTC agreed to discuss them together. The Chairman said that the Kowloon Motor Bus Company (1933) Limited (“KMB”) submitted a reply before the meeting and the Secretariat had distributed the reply concerned to Members on 4 September 2019.

97. One of the proposers of the Paper No. 61/2019 said that the bus services of Routes No. 261S and 261X were provided between Tuen Mun and the North District on trial basis. He pointed out that there were few passengers at the beginning of the operation of Route No. 261X and its frequency and route had room for improvement. He suggested extending the route concerned to the vicinity of the Goodview Garden or even the Tuen Mun Pier. As Route No. 261S had one departure only, some residents continued to take the minibuses since they worried that they could not get on the bus. He requested the KMB and the TD to try their best to improve the service of the route. He opined that the TD should base on the citizens’ interest and should not protect the interest of individual public transport operator by refusing the launch of new service by other operators.

98. The first proposer of the Paper No. 65/2019 said that only a few passengers could board when the buses of Route No. 261S got to the San Wai Court bus stop. She opined that the above route departed too early and could not attract the people who went to work. Therefore, she suggested the provision of departure at 7:30 a.m. She pointed out that the GMB which travelled to and from the North District had a great increase of frequency in the morning peak hours in order to compete with Route No. 261S. However, as Route No. 261S provided no service in the afternoon peak hours, the frequency of the GMB in the afternoon returned to the original level. Therefore, she suggested that the TD and the KMB should consider the provision of return trip service by Route No. 261S.

99. Members raised comments and enquiries on this issue as follows:
- (i) A Member said that the service of Route No. 261S was insufficient and could not satisfy passengers’ demands. He suggested that the above route should provide departures at 7 a.m., 7:30 a.m. and 8 a.m. and return trips at 6 p.m., 6:30

p.m. and 7 p.m. to facilitate the residents travelling to and from work;

- (ii) A Member said residents repeatedly complained that they needed to wait for a long time at the Lung Mun Stop before boarding the GMB for Sheung Shui during the period from 7:30 a.m. and 8:30 a.m. She opined that the special departures of buses for the North District should also take care of the demands of the residents in Area 18. She said she welcomed other Members' suggestion for extension of Route No. 261X to the Lung Mun Oasis and requested the TD and the KMB to consider the suggestion concerned;
- (iii) A Member said that although Route No. 261X had relatively few passengers at the beginning of operation, many residents went to the Tuen Mun Town Centre on purpose to take Route No. 261X recently. However, Route No. 261X had limited departures at present and could not take care of the demands of all the residents so there was a need to increase the frequency. Moreover, he suggested that Route No. 261X should be extended to the Yau Oi (South) Bus Terminus;
- (iv) A Member said that residents in the north-western area of Tuen Mun generally welcomed the launch of Route No. 261S but the frequency at present could not satisfy residents' demands. Therefore, she suggested increasing the frequency in the morning peak hours to reach the ultimate goal of whole day service. Moreover, she pointed out that there was still space for a new route at the Po Tin Bus Terminus. She requested the TD to allow the KMB to increase the frequency of Route No. 261S and extend the service hours with return trips. She continued to say that although the GMB had a great increase of frequency in the morning peak hours to compete with the buses, she hoped that the TD and the bus company could consider to launch whole day bus service to and from the North District in light of the population growth in the north-western area of Tuen Mun;
- (v) A Member said that many residents requested to increase the frequency of Route No. 261S from 7 a.m. to 8 a.m. and provide return trip service at 6 p.m. to 7 p.m. to ease the insufficient GMB service; and
- (vi) A Member said there was only the departure of Route No. 261S at 7 a.m. It was not sufficient so he suggested the provision of the departure at 7:25 a.m. He pointed out that the GMB service operator was facing the problem of

insufficient drivers at present. If there was bus service provided to go to the North District from Tuen Mun, it could ease the pressure of the GMB and spare minibuses for increasing the services of Route No. 44B.

100. Mr LEE of the KMB said that Route No. 261S was just launched two weeks ago and the patronage was not high for the time being. However, the KMB understood that Tuen Mun residents had great demands for the transport service going to the North District so they were open-minded on boosting the service of the Route No. 261 series. The KMB would continue to pay attention to the operations of Route No. 261 series and would discuss the service improvement measures with the KMB.

101. Mr LEUNG of the TD said that the department noted Members' comments on Route No. 261X and proposed to boost the service of the route in the Tuen Mun District Bus Route Programme for this year. The department also noted Members' comments on Route No. 261X and would study its feasibility with the bus company.

102. The Chairman concluded that the TD and the KMB were requested to consider Members' comments and boost the service of the routes concerned in light of passengers' demands.

(K) Proposal to Add a Stop at Siu Shan Court on Special Departures of Route No. 59M and Request to Increase Frequency of Route No. 59X during Peak Hours

(TTC Paper No. 62/2019)

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

103. The Chairman said that the KMB had submitted a reply before the meeting and the Secretariat distributed the reply concerned to Members on 4 September 2019.

104. The first proposer of the paper said that there was only Route No. 59X going to Kowloon at the Siu Shan Court Bus Stop on Wu Shan Road. When the buses of the route concerned got to the Siu Shan Court Bus Stop in the morning peak hours, they were already full so he requested to increase the frequency of Route No. 59X going to Kowloon in the morning peak hours. Moreover, the special departure of Route No. 59M from the Yuet Wo Villa would pass through the Siu Shan Court Bus Stop but did not stop. He suggested adding a Siu Shan Court Bus Stop for the special departure of Route No. 59M to pick up residents to go to the Tuen Mun Road Bus-bus Interchange ("Interchange") to change other routes.

105. A Member supported the suggestion for adding a Siu Shan Court Bus Stop for the special departure of Route 59M. She continued to say that Route No. 59X had a lower frequency than Route No. 59M. Therefore, even if the residents went to wait for the bus as early as 6:30 a.m., there were no seats available reflecting that Route No. 59X had insufficient frequency. Therefore, she requested to increase the frequency of Route No. 59X in the morning peak hours.

106. Mr WAN of the KMB said that the company were open-minded on the proposal for adding the Siu Shan Court Bus Stop for the special departure of Route No. 59M. If Members agreed with the proposal concerned, the KMB would apply to the TD. Moreover, the patronage of Route No. 59X at present was about 70 per cent odd in the morning peak hours, which could satisfy passengers' demands in general. The KMB would re-examine the service of the route concerned during the time slots in early mornings.

107. Mr LEUNG of the TD said the department noted that the KMB were open-minded on the proposal to add the Siu Shan Court Bus Stop for the special departure of Route No. 59M and would follow up the matter with the KMB. Moreover, the department agreed that the frequency of Route No. 59X at present could satisfy the passengers' demands in general. However, the department and the KMB would note whether there was any room for adjusting the frequency of individual time slots.

108. The first proposer of the paper said that the traffic congestion on the Tuen Mun Road had become more serious and residents found it very difficult to stand for a very long time during the travels. She hoped that the TD could understand residents' request for the increase of the frequency of Route No. 59X.

109. The Chairman concluded that this issue would be passed to the Working Group on Tuen Mun External Traffic to follow up.

Working Group
on Tuen Mun
External Traffic

**(L) Request the MTR to Replace All Old Light Rail Entry and Exit Fare Processors
(TTC Paper No. 63/2019)**

110. The Chairman welcomed Ms Annie LAM, Public Relations Manager – External Affairs of the MTR Corporation Limited (“MTR”) to the meeting.

111. The first proposer of the paper said that only some light rail stops were replaced with new Octopus entry/exit fare processors at present. She pointed out that the new

fare processors had larger displays and louder confirmation tone. There was also signal but the rain guard had a bad design so the passengers' Octopus cards would get wet easily. She hoped that the MTR would improve.

112. A Member said that she had requested the MTR to replace the Octopus entry/exit fare processors at the Leung King Light Rail Stop. It had not been accepted so she requested the MTR to follow up expeditiously. Moreover, she requested the MTR to improve the rain prevention function of the fare processors.

113. A Member said that the displays of the Octopus entry/exit fare processors were unclear and the confirmation tone was not loud so senior citizens found it difficult to judge whether fares had been paid successfully. Therefore, she hoped that they would be replaced with new fare processors. Moreover, she received complaints that the new fare processors had a confirmation tone at a very high pitch, causing nuisance to the residents nearby the light rail stop. She requested improvement from the MTR.

114. Ms LAM of the MTR said that the MTR had gradually replaced the Octopus entry/exit fare processors and readers of all the light rail stops since 2017. When designing new fare processors, the company had considered comments from the public on the existing fare processors. Therefore, new fare processors had larger displays providing more convenience to the passengers in checking the balance of Octopus cards. The MTR noted Members' comments on new fare processors and would relay them to the department concerned of the company. The MTR had decided on the replacement priority of the fare processors according to the utilisation and passenger flow at light rail stops. However, the facilities of light rail network were seriously damaged in early September 2019. The damaged facilities included most of the Octopus entry/exit fare processors, some ticket vending machines, CCTVs, passenger information display panels and advertisement lamp boxes. The MTR had sent workers to repair the damaged facilities immediately to ensure that there were at least one exit fare processor and one entry fare processor which had normal operation. The MTR would also arrange for platform assistants to help passengers and inform passengers of ticketing matters through public announcement systems.

115. The Chairman asked whether the MTR still had stock of Octopus entry/exit fare processors available for replacement.

116. Ms LAM of the MTR said that the MTR were trying their best to arrange the replacement of the damaged Octopus entry/exit fare processors with existing stock.

117. A Member said that the location of the Octopus entry/exit fare processor at the On Ting Light Rail Stop was causing inconvenience to the wheel chair users and hoped that the MTR would try to deal with it.

118. The Chairman said he hoped that residents would not damage the facilities of the light rail to avoid affecting other citizens.

119. A Member said that he agreed with the Chairman appealing to citizens not to damage the facilities of the light rail. In view of large number of Octopus entry/exit fare processors being damaged recently, he asked the MTR whether the progress on the replacement of new fare processors would be affected.

120. Ms LAM of the MTR said that the top priority now was to repair those damaged Octopus entry/exit fare processors to avoid affecting passengers. As the MTR needed to allocate the fare processors which had normal operations to other light rail stops, the progress on the replacement of new fare processors would be affected inevitably.

121. The Chairman concluded that the MTR was requested to consider Members' comments.

**(M) Request for More Motorcycle Parking Spaces in Leung King and Tin King
(TTC Paper No. 64/2019)**

122. The first proposer of the paper said that many residents in the area used to get around in private cars. As there were not sufficient parking spaces in the area, they changed to drive motorcycles thus causing a great increase of motorcycles. Although it was illegal to park motorcycles in the Leung King Bus Terminus, many residents still parked motorcycles at that location as it would cause little obstruction to the pedestrians. However, to eliminate the problem of illegal parking of motorcycles, the Housing Department had enclosed the black spot of illegal parking of motorcycles at that location so many owners of motorcycles were at a loss what to do. She continued to say that there were at least one hundred motorcycles in the area but there were only 20 motorcycle parking spaces opposite the Siu Kwai Court. Some time earlier, she received a notice from the department that the number of motorcycle parking spaces at that location would be increased to 25 but it had not been completed so far. She requested the TD to look for suitable locations for the provision of motorcycle parking spaces in the Leung Tin area.

123. A Member said that this issue had been discussed at the North West Area

Committee of Tuen Mun. She asked whether the TD could further increase the motorcycle parking spaces opposite the Siu Kwai Court and requested the TD and the HD to study the feasibility of the provision of motorcycle parking spaces at the Leung King Bus Terminus. Moreover, she suggested a study on turning some of the parking spaces in the carpark under the purview of LINK into motorcycle parking spaces. She continued to say that she had conducted a site inspection earlier and opined that the government land opposite the Tin King Road Bus Stop was suitable for the provision of motorcycle parking spaces. She also suggested that the TD should consider to turn the location where there was illegal parking of motorcycles at present into official motorcycle parking spaces.

124. A Member said that many residents complained about illegal parking of motorcycles at the queuing location in the Leung King Bus Terminus so there was a need for the provision of motorcycle parking spaces in the area. He pointed out that there was a large open space between the light rail track and Tin King Road next to the Leung King Plaza. Illegal parking could be eliminated if there was provision of motorcycle parking spaces in the land concerned. He hoped that the TD would consider.

125. Mr NG of the TD said that the department had conducted a site inspection earlier and found illegal parking of motorcycles in the area under the purview of the HD. The department were looking for suitable land for the provision of motorcycle parking spaces and had implemented the provision of five parking spaces opposite the Siu Kwai Court. The department understood that the above arrangement might not satisfy the demands for motorcycle parking spaces in the area completely. They would continue to look for other locations for the provision of motorcycle parking spaces, including the open space down the Leung King Plaza mentioned by a Member recently. The department were studying the feasibility of the provision of motorcycle parking spaces in the above land in three ways. First, the above land was next to the Leung King Plaza and the light rail area so they needed to study the impact of the provision of motorcycle parking spaces on the traffic safety and light rail safety. Second, the above land was not in area of public road at present so the department would study with the Tuen Mun District Lands Office to rezone the land concerned to public road to facilitate the provision of motorcycle parking spaces. Finally, there was an opportunity that works for the provision of motorcycle parking spaces would have an impact on the trees at that location. The TD would follow up the matters concerned with the HyD, Tuen Mun District Lands Office and the LCSD. The department would consult district councillors and district people on the works and report to the TTC in due course in due

course.

126. The Chairman concluded that the TD was requested to report to the TTC after confirming the location for the provision of motorcycle parking spaces.

TD

(N) **Request to Further Enhance Service of KMB Route No. 252 and Improve Public Transport Services of So Kwun Wat Extensively**

(TTC Paper No. 66/2019)

(Reply from Transport Department)

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

127. The Chairman said that the KMB had submitted a reply before the meeting and the Secretariat distributed the reply concerned to Members on 4 September 2019.

128. The first proposer of the paper said that Route No. 252 was launched in June 2018 and the service was boosted in September 2019. As the population in the So Kwun Wat area continued to increase but there was not sufficient transport service in the area and the frequency of Route No. 252 was relatively low, it was hoped that the KMB could increase the frequency of the route in the night. Moreover, in view of the intake of new housing estates in the So Kwun Wat area gradually, the TD was requested to have a full review on the demands for transport service in the area.

129. The Chairman said that the frequency of Route No. 252 was too low at present. In the daytime, residents could still take GMBs to get around. In the night, there was limited public transport service to and from the So Kwun Wat area. He suggested increasing the frequency of Route No. 252 between 8 p.m. and 10 p.m. to the convenience of the residents who went home after work.

130. Mr LEUNG of the TD said that Route No. 252 was commissioned at the end of June 2018 and the service hours had been extended with frequency increased since April 2019. At present, the frequency of Route No. 252 ranged from 20 to 60 minutes intervals. The buses would run every 60 minutes during the time slot between 8 p.m. and 12 mid-night from So Kwun Wat to the Interchange and between 10:30 p.m. and 12:30 a.m. from the Interchange to So Kwun Wat. According to the recent operation data provided by the KMB, the patronage of Route No. 252 during the time slot when the bus ran every 60 minutes was low so the department opined that the current service could satisfy passengers' demands. Nevertheless, the department noted that the population and the demands for transport in the So Kwun Wat area would continue to increase. They would study proposals to boost the service in the So Kwun Wat area

with the public transport service operators and make adjustments again in due course.

131. The Chairman asked how many buses of Route No. 252 would provide services at night and pointed out that there was still room for the increase of frequency while maintaining the current number of buses.

132. Mr WAN of the KMB said that the company had paid close attention to the development of the So Kwun Wat area. The KMB would use patronage as the indicator for the adjustment of frequency. At present, the patronage of Route No. 252 during some time slots was too low but the KMB would adjust the service of the route in due course.

133. The KMB concluded that the TD and the KMB were requested to consider Members' comments.

(O) **Strongly Request the MTR to Address Constant Service Shortage of Route No. K53 by Increasing its Frequency during Morning Peak Hours and Providing Whole-Day Service Expeditiously**
(TTC Paper No. 67/2019)

134. The first proposer of the paper said that people going to the schools in the So Kwun Wat area mainly relied on the feeder service of Route No. K53 at present but the service of the route was very insufficient. She pointed out that there were about 12 to 13 departures during the period between 6:30 a.m. and 8:30 a.m. but most of them were full. As she observed at the scene, buses of Route No. K53 were very crowded when they left the Sam Shing Estate Stop. Although sometimes the buses were full because the passengers were unwilling to move down the bus compartments, there was limited space left further. As there were many students along the Castle Peak Road who needed to go to school at So Kwun Wat, it meant that other students along the Castle Peak Road needed to wait for several buses before boarding if the buses were already crowded at the Sam Shing Estate Stop. The situation was very serious and she requested the MTR to increase the frequency of Route No. K53 in the morning peak hours and implement the whole day service expeditiously.

135. A Member said that the MTR had suggested combining Routes No. K53 and K58 but the new route after the combination still did not provide whole day service. She continued to say that she and the first proposer of the paper did not mind combining the above two routes. However, the prerequisite was that there should be whole day service provided after the combination. She hoped that the MTR would implement it

expeditiously.

136. A Member said it was hoped that the MTR would arrange either Route No. K53 or K58 to provide whole day service.

137. Ms LAM of the MTR said that the company had arranged for additional departures for Route No. K53 during the peak hours before and after school since June 2019. There would also be special departures during the commencement of school term to pick up passengers. Moreover, the MTR had arranged for their staff to remind passengers to move down bus compartments at the Sam Shing Estate Stop. However, the MTR were facing the problem of insufficient captains and needed to satisfy the TD's new guidelines on the assignment of shift duties of captains so there was no plan for Route No. K53 to provide whole day service for the time being.

138. A Member said that she did not see any MTR staff on duty at the Sam Shing Estate Stop this morning. She opined that even if all the passengers could board the buses successfully at the Sam Shing Estate Stop, passengers waiting at the downstream stops would still face the problem of no boarding.

139. The Chairman concluded that the MTR were requested to consider Members' comments.

V. Reporting Items

(A) Reports by Working Groups - Progress Reports of Working Groups as at 31.1.08.2019
(TTC Paper No. 68/2019)

Working Group on Tuen Mun External Traffic

140. Members perused the paper.

141. A Member said it was hoped that the TD and the KMB would continue to study the arrangement for Route No. 62X to provide whole day service.

142. The Chairman asked the TD to consider Members' comments.

Working Group on Traffic Problems within Tuen Mun District

143. Members perused the paper.

144. As Members did not give other comments, the Chairman announced that the

above two reports of the working group were endorsed.

(B) Report by the Transport Department
(TTC Paper No. 69/2019)

145. Members perused the paper.

VI. Any Other Business

146. The Chairman said that this meeting was the last meeting of the TTC in the current TMDC. She wished to take this opportunity to thank Members for their active participation in the business of TTC in the term of office.

147. There being no other business, the meeting was closed at 1:31 p.m.

Tuen Mun District Council Secretariat

Date: December 2019

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