

Minutes of the 2<sup>nd</sup> Special Meeting of  
the Traffic and Transport Committee (2016-2017) of  
the Tuen Mun District Council

Time : 29 March 2017 (Wednesday)  
Date : 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, MH	TMDC Vice-chairman	9:30 a.m.	End of meeting
Mr KWU Hon-keung	TMDC Member	9:30 a.m.	10:43 a.m.
Mr TO Sheck-yuen, MH	TMDC Member	9:30 a.m.	11:37 a.m.
Mr CHU Yiu-wah	TMDC Member	10:05 a.m.	End of meeting
Mr NG Koon-hung	TMDC Member	9:30 a.m.	End of meeting
Ms KONG Fung-yi	TMDC Member	9:30 a.m.	End of meeting
Mr CHAN Yau-hoi, BBS, MH, JP	TMDC Member	9:30 a.m.	12:40 p.m.
Ms WONG Lai-sheung, Catherine	TMDC Member	9:30 a.m.	End of meeting
Ms HO Hang-mui	TMDC Member	9:36 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.	End of meeting
Ms LUNG Shui-hing, MH	TMDC Member	9:30 a.m.	End of meeting
Mr CHAN Man-wah, MH	TMDC Member	9:32 a.m.	End of meeting
Mr CHAN Manwell, Leo	TMDC Member	9:32 a.m.	End of meeting
Mr CHEUNG Hang-fai	TMDC Member	9:58 a.m.	End of meeting
Ms CHU Shun-nga, Beatrice	TMDC Member	9:30 a.m.	End of meeting
Mr TSANG Hin-hong	TMDC Member	9:41 a.m.	End of meeting
Ms SO Ka-man	TMDC Member	9:30 a.m.	End of meeting
Mr KAM Man-fung	TMDC Member	9:33 a.m.	12:29 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 TSANG Tak-lung, Sam (Secretary)	Executive Officer (District Council) 2, Tuen Mun District Office, Home Affairs Department		

By Invitation

Ms WONG Yee-fang, Eva	Senior Transport Officer/Bus/New Territories West, Transport Department
Mr. MAK Shiu Wai	Acting District Engineer/Tuen Mun, Highways Department
Mr. SHIH Yung Chi	Acting District Engineer/Tuen Mun, Highways Department
Mr LAW Yiu-wah	Planning and Support Officer I (Administration and Planning), Long Win Bus Company Limited
Mr Brian LAM	Assistant Operations Manager, Citybus Limited
Mr Dennis LEE	Manager, Planning & Development, The Kowloon Motor Bus Company(1933) Limited
Mr Gary LEUNG	Assistant Manager, Planning & Development, The Kowloon Motor Bus Company(1933) Limited
Mr LO Chun-ho	Assistant Manager, Operations, The Kowloon Motor Bus Company(1933) Limited

In Attendance

Mr MOK Ka-sing, Mark	Senior Transport Officer/Tuen Mun, Transport Department
Mr MOK Hing-cheung	Administrative Assistant/Lands (District Lands Office, Tuen Mun), Lands Department
Mr WONG Lap-pun	Station Sergeant, District Traffic Team (Tuen Mun), Hong Kong Police Force
Mr Kelvin YEUNG	Assistant Manager, Operations, The Kowloon Motor Bus Company(1933) Limited
Mr Louis KUNG	Operations Manager/Department Two, Citybus Limited
Miss CHAN Hoi-ting, Gillian	Assistant District Officer (Tuen Mun)2, Home Affairs Department

**I. Opening Remarks**

1. The Chairman welcomed all present to the 2nd special meeting of the Traffic and Transport Committee (“TTC”)(2016-2017) to follow up the Bus Routes Planning Programme 2017-2018 for Tuen Mun District and handled the issues carried over from the 8<sup>th</sup> meeting (TTC Paper Nos. 20, 24 and 30).

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 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**

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

**III. Matters Arising**

**(A) Bus Routes Planning Programme 2017-2018 for Tuen Mun District**  
**(TTC Paper No. 14/2017)**

4. The Chairman welcomed Ms Eva WONG, Senior Transport Officer/Bus/New Territories West of the Transport Department (“TD”), Mr Dennis LEE, Manager, Planning and Development, Mr Gary LEUNG, Assistant Manager, Planning and Development and Mr LO Chun-ho, Assistant Manager, Operation of the Kowloon Motor Bus Company (1933) Limited, Mr LAW Yiu-wah, Planning and Support Officer I of the Long Win Bus Company Limited and Mr Brian LAM, Assistant Operations Manager, Division 2 of Citybus Limited (“Citybus”) to the meeting.

5. The Chairman said that the content of the programme could be broken down into the following parts as per TTC Paper No. 14/2017:

- (i) Extending the departing location of the special trip of 52X to So Kwun Wat;
- (ii) Changing the special departure of 59M and revising the service time slot of 259E;
- (iii) Route No. 63X not travelling via Mei Foo;

- (iv) Provision of 252X plying between Handsome Court and Lam Tin Station during peak hours;
- (v) Increasing special departures of 258P during peak hours and provision of return trip service;
- (vi) Enhancing 259X service and extending the route;
- (vii) Provision of special departures of 261B;
- (viii) Launching 263A to ply between Tuen Mun Station and Science Park during peak hours; and
- (ix) Enhancing the service of 960A.

6. The Chairman said that, in order to enhance efficiency, he suggested that the representative of the TD should give a brief introduction to the content of the programme, following which Members were invited to express their views according to the order of the nine parts above. Then Members could offer their views on other bus routes according to usual practice. Members had no objections to such arrangement.

7. Ms WONG of the TD introduced the content of the programme as follows:

- (i) The department had been developing a transportation system centred on public transport in recent years and continued improvement on public transport service, including rationalisation of bus routes, enhancing the efficiency of bus service network and improving service quality so citizens could enjoy convenient public transport service;
- (ii) The service modification of the Bus Routes Planning Programme for Tuen Mun district this year was mainly divided into three areas. The first type involved provision or launch of bus service, including (a) proposal of launching 252X plying between Handsome Court and East Kowloon during peak hours in light of the population growth in Tuen Mun; (b) provision of special departure of 261B plying between So Kwun Wat Road and the area of Yau Ma Tei, Tsim Sha Tsui and Mong Kok during morning peak hours; and (c) proposal of launching 263A plying between Tuen Mun and Science Park during peak hours;

- (iii) The second type of service modification was to enhance the service level of the current routes and extend the service hours, including (a) proposal of extending the service of 258P during peak hours to 10 am and the launch of return trips from 4 to 8 pm; (b) proposal of enhancing service level subject to the demand on individual routes (e.g. 258D, NA33, 962S and 960X); (c) proposal of extending the service of 960P during morning peak hours, providing more options for the passengers in the area of Tuen Mun Town Centre and the Tuen Mun Bus-bus Interchange (“BBI”) going to Hong Kong Island; (d) proposal of revising the frequency level of 259E in order to use bus resources more effectively and in response to passenger demand. It was also suggested 59M should travel via Lung Mun Oasis after departing from Sun Tuen Mun Centre and its special departures should be increased from 7 to 11 so passengers could enjoy more frequency options and lower fare. This proposal would not affect the normal frequency of 59M; and (e) proposal of increasing the trips during morning peak hours from three to four, and all trips would depart from Lung Mun Oasis;
- (iv) The third type of service modification was to revise the bus routes in light of the development in the area and passenger demand, including (a) proposal that the special trip of 52X which currently departed from the BBI would change to depart from So Kwun Wat Road in line with the population growth in the area. Such proposal would not affect the normal frequency of 52X; (b) proposal that 63X should not travel via Mei Foo in order to shorten the travel time; and (c) proposal that the departing location of one of the trips of 960 should be extended to Fu Tai during the morning peak hours in line with the development in the area and future population growth in Area 54. The route number was 960A tentatively; and
- (v) The department welcomed Members to offer their views on the Bus Routes Planning Programme. The TD and the bus companies would respond to Members’ views and enquiries.

8. The Chairman invited Members to discuss the content of the programme according to the order of the nine parts above.

Extending the departing location of the special trip of 52X to So Kwun Wat Road

9. A Member said she agreed with the department’s provision of a special trip of 52X going to Mong Kok in the morning in the area of So Kwun Wat in which service facilities for transportation was lacking. However, she opined that the

department had not deployed bus resources according to the population growth in the area. She requested the department to explain why there was only one special trip provided and why the trip would depart at 8:15 am, and the location of the stops of the route in So Kwun Wat Road. She said that the department should consult the residents in the area before deciding on the departing time of the trip. She also said that she would be pleased to pay a site visit with the department in order to decide on the location of the stops of the route.

10. Ms WONG of the TD responded that the department suggested enhancing the service facilities for transportation in the area according to the future population growth in So Kwun Wat and the Castle Peak Road, including extension of the route of the special departure of 52X and the launch of 252X and provision of special departments of 261B. The department now suggested that a special departure of 52X should depart from So Kwun Wat Road going to Mong Kok. They would closely observe the passenger demand during morning peak hours after the service had been implemented. They would also study the enhancement of service level of the routes timely. It was decided that the special trip of 52X would depart at 8:05 am. It was hoped the location of the stops could satisfy the passenger demand in the area of the Avignon. Later, the department would discuss the site visit with the bus company. She welcomed Members or the public to offer their views on the Bus Routes Planning Programme. The department should adopt their views as much as possible.

11. The Chairman concluded by saying that many housing developments projects would be completed gradually in the area of the Castle Peak Road and So Kwun Wat. With the population's continuous growth, the provision of only one special departure to the urban area could not satisfy the passenger demand in the area. Therefore, he suggested that the department should consult the citizens and launch more bus services during peak hours.

Changing the special departure of 59M and revising the service time slot of 259E

12. Members offered their views as follows:

(i) The department suggested cancelling 259E many years ago and cut the frequency from 14 to 7 in 2015. Now, it was suggested cutting it to two. She said that the Department would cancel this route eventually. Although the department also suggested increasing the special departures of 59M from seven to 11, five trips of 259E were cancelled. There were only four special departures increased for 59M so the overall service level had dropped instead. She had consulted residents' views on this and over 90% of the

residents objected to the above arrangement. Therefore, she objected to the department's increase of the special departures of 59M by cutting the frequency of 259E. Moreover, both 59M and 259E went to Tsuen Wan Station. The former departed from Tuen Mun Pier with a longer journey while the latter departed from Lung Mun Oasis with a shorter journey. However, the latter's fares were 50 cents higher than the former, which was unfair. She also said that Lung Mun Oasis was the last stop of many external buses in the area. So residents of Lung Mun Oasis and Glorious Garden often needed to "stay until the last stop";

- (ii) The residents at Sun Tuen Mun Centre should agree with the department increasing the special trips of 59M which departed from the area. However, the modification also proposed that the special departures would change to travel via Lung Mun Oasis with a longer journey. The frequency of the special departures of 59M used to be 10 to 15 minutes but it would be increased to 7 to 10 minutes after enhancement. But if it would travel via Lung Mun Oasis, the journey would be 3 to 5 minutes longer. To the passengers who would get on the bus at Sun Tuen Mun Centre, the travel time became 3 minutes longer instead of being shorter so it was difficult to say there was any substantial use. Moreover, there was a special trip departing from Glorious Garden so the frequency of 259E was decreased from 8 to 2 in fact. The patronage of 59M and 259E during the busiest one hour and the busiest half hour was 48% and 63% respectively, which reflected that the demand was very great. It was believed that the trips would be much more crowded after the department cut the service. He opined that residents in the area had got used to the current arrangement and the proposal was rather unfair to the area, so he had great reservation on this; and
- (iii) The TD had repeatedly emphasised the development of transportation system with railway as the backbone but there was no improvement on the external traffic in Tuen Mun after the West Rail went into operation. The department should first study the improvement of the railway network for the external traffic in Tuen Mun. Moreover, under the bus routes planning programme for this year, the bus service in Tuen Mun district would not be cut drastically. On the contrary, there were proposals to launch different routes. Nevertheless, he still hoped that the department could alleviate the residents' concern about the reduction of the frequency of 259E. He further said that there were three double-deckers for 259E but only two of them

would be deployed to 59M after the frequency was cut. He asked the department to explain the whereabouts of the other double-decker.

13. The Chairman said that such proposal would cause great inconvenience to the residents in that area. As it was expected that the South Extension of the West Rail would be extended to the area of Tuen Mun Pier, he suggested that the department should cut the frequency of 259E gradually only after the rail went into operation.

14. Ms WONG of the TD said that the department would pay attention to the patronage and passenger demand of individual routes when bus routes were rationalised. As the patronage of 59M and 259E was not high, the department suggested that the two bus resources should be consolidated. When the frequency of 259E was cut, the special trips of 59M was increased. The route concerned would then travel via Lung Mun Oasis. When the residents in the area of Lung Mun Oasis went to Tsuen Wan, their options on trips would increase from 7 or 8 to 13 in the future. Moreover, one of the double-decker bus resources of 259E would be deployed to 259X to enhance its service level. She added that rationalisation of bus routes was aimed at proper use of bus resources through consolidation. For example, with rationalisation of bus routes, frequency of the routes which had low patronage would be cancelled or cut to save resources. As a result, the service with great demand would be enhanced and the overall bus service would become much more attractive. The department noted Members' views and would study the views concerned with the bus company.

15. A Member said that even though the station of the South Extension of the West Rail would be located at Tuen Mun Pier, residents in Area 18 still had to go to the railway station by changing buses at BBI. Moreover, although there was a bus terminus at Lung Mun Oasis, basically there were only 259D and 962 which would stop at the terminus. Somehow, the service of 259E would be cut now. The special trip would depart from the Sun Tuen Mun Centre and travel via Lung Mun Oasis, which meant residents of Lung Mun Oasis would continue to "stay until the last stop". Therefore, most of the residents in that area objected to this proposal.

16. The Chairman said many residents reflected to him that Lung Mun Oasis was the last stop of many external bus routes in Tuen Mun district. When the bus got to Lung Mun Oasis, it was almost full so they objected to cutting the trips of 259E which departed from Lung Mun Oasis.



17. Ms WONG of the TD said that the patronage of the special departure of 59M was not high. It was believed residents of Lung Mun Oasis could manage to get on the bus after the routes concerned had travelled via Lung Mun Oasis. The department would continue to study Members' views.

18. Mr LEE of the KMB said that the KMB noted residents of Lung Mun Oasis worried that they had to "stay until the last stop". He also appreciated that residents of Sun Tuen Mun Centre would worry about the travel time of the special service of 59M when the bus travelled via Lung Mun Oasis with a longer travel time. The KMB would consider to revise the proposal, e.g. improving the arrangement of the route and bus stop locations of the special departure of 59M.

19. A Member said that the department should set out the bus resource deployment of each route in the paper of the bus routes planning programme for Members' perusal. He further said that profit of the parent company of the KMB skyrocketed so they should consider the purchase of more buses instead of mere deployment of current bus resources.

20. Ms WONG of the TD responded that the department noted Members' views. The information concerned would be clearly provided in the paper concerned in future.

#### Route 63X not travelling via Mei Foo

21. A Member said that with more and more population at Hung Shui Kiu and 63X travelling via the area of Chung Uk Village, Nai Wai, Shun Fung Wai and Lam Tei, the demand of the area on 63X was very great. It was suggested the department should increase the proposed frequency of 12 to 20 minutes to 8 to 15 minutes.

22. Ms WONG of the TD said that the department would closely observe passenger demand. If the patronage increased, the department and the bus company would enhance the service level to provide an optimised service when resources permitted.

23. Mr LEE of KMB responded that the aim of 63X not travelling via Mei Foo was to shorten the travel time from Tuen Mun to Mong Kok. With the intake of Hung Fook Estate, the KMB had increased the frequency of 63X. The KMB noted Members' concern on the frequency of 63X during peak hours and would closely

observe the demand concerned in the future and make corresponding adjustment positively.

24. A Member expressed support to the arrangement of the TD and KMB. It was rather difficult for the bus company to increase resources so Members should think how to use bus resources more effectively and use the BBI properly. Currently, there were a lot of bus routes which travelled via Mei Foo, Cheung Sha Wan and Sham Shui Po causing road congestions. Therefore, he suggested that apart from 63X, all routes X buses could be considered not to travel via Mei Foo but going to Mong Kok or Jordan Road instead. However, he reminded the KMB to take care of the needs of the residents working in Mei Foo and Cheung Sha Wan.

25. A Member welcomed the proposal of 63X not travelling via Mei Foo. As there were not many bus routes in the area of Chung Uk Village and Lam Tei, it was suggested the department should increase the frequency of 63X.

26. The Chairman concluded by saying that the bus company should consider to avoid the arrangement of routes X buses to enter busier roads as far as possible.

Provision of 252X plying between Handsome Court and Lam Tin Station during peak hours;

27. A Member said it was agreed with the department that there would be a departure of 252X plying between Handsome Court and Lam Tin station during morning and afternoon peak hours respectively. However, there were a lot of population in the area of the Chi Lok Fa Yuen and the Castle Peak Road. With a wide coverage by the route, one departure might not be sufficient to satisfy the demand of the residents going to East Kowloon. Therefore, the department was requested to enhance the service concerned.

28. The Chairman said he agreed that one departure of 252X was far from being sufficient and added that with the operation of the Whampoa Station of the MTR Corporation (“MTRC”), the bus service in that area should be modified. He suggested that the KMB should deploy resources to enhance the service of 252X.

29. Ms WONG of the TD said that she noted Members’ support on the launch of the service of 252X. The department would continue to pay attention to passenger demand and the population growth in the district upon implementation of the service, and would timely study the enhancement of the service level concerned with the bus company.

30. The Chairman said that the department did not need to worry about the patronage along the Castle Peak Road. If the 252X would stop at the BBI, it was believed there would be sufficient passengers to support the bus company to operate several trips of 252X.

31. A Member said that before the service concerned was launched, passengers would go to their destinations in their own ways and the department would find it difficult to know the actual demand. As a DC Member of the constituency concerned, she knew very well that the demand of passengers going to East Kowloon during peak hours was very great. With the 252X departing from Handsome Court and travelling via the Castle Peak Road, it was believed the patronage would be very high. Therefore, she suggested that the department should provide at least two departures of 252X during morning and afternoon peak hours respectively. The department was requested to report to the TTC again upon completion of the study.

32. Ms WONG of the TD said that Members were optimistic about the prospect of this route. The department would adjust the service level timely according to the resources of the bus company and passenger demand. The department initially proposed that this route would not travel via the BBI.

33. The Chairman enquired the department why this route would not travel via the BBI.

34. Mr LEE of the KMB responded that the BBI was rather congested during the morning peak hours and the residents in the Castle Peak Road could take 61M and 52X to the BBI. The KMB would continue to study Members' views.

35. A Member said that the Castle Peak Road continued to develop and the Chu Hai College and the Bloomsway had been completed one after another. Currently, there were works being carried out at many construction sites. It could be foreseen that the demand on transportation would increase continuously. Therefore, the department should reserve resources to increase the frequency of 252X. Moreover, although the 252X's travel via the BBI might make the traffic more congested, residents in Tuen Mun would welcome more bus routes going to East Kowloon via the BBI. In the long run, the department and the bus company should enhance the service of the two current bus routes between Tuen Mun and East Kowloon.

36. The Chairman concluded by saying that the department and the KMB were requested to study Members' views.

Increasing special departures of 258P during peak hours and provision of return trip service;

37. Members offered their views and made enquiries as follows:

- (i) The TD was enquired whether the provision of return trip service of 258P would affect the current service. Moreover, the 258P departed from Hung Fook Estate and the frequency during peak hours was 10 to 30 minutes. Currently, the patronage during the busiest one hour was 76%. However, with the gradual intake of the flats in Hung Fook Estate, it was believed the demand on this route would continue to increase. So it was hoped the department would increase the frequency to 10 or 20 minutes. On the other hand, a lot of residents would choose to take 258X of which fare was \$18.4 when going to Kwun Tong district. The fare of the 258D which travelled between Po Tin and Lam Tin station via Kwun Tong was \$16.6 only. So she suggested that there should be a fare adjustment machine in Kwun Tong so the passengers of 252X who alighted in Kwun Tong would have the excess fare adjusted;
- (ii) The population in the area of Hung Shui Kiu and Lam Tei continued to increase. It was suggested the department would pay attention to the demand and increase frequency timely;
- (iii) The increase of frequency of 258P during peak hours was welcome. However, the frequency of 10 or 30 minutes during the morning peak hours was too low. She said that with the intake of Hung Fook Estate and the population increase in the area of Lam Tei, the demand on 258P would become greater and greater. She suggested that the frequency of 258P during the morning peak hours should be increased to 10 or 20 minutes, while that during the afternoon peak hours should be increased to 15 or 25 minutes. In the long run, it should be upgraded to whole-day service;
- (iv) The increase of frequency of 258P during peak hours and provision of return trip service were welcome. He said that the residents in Kin Sang Estate currently relied on 258D to go to Lam Tin. The department was enquired whether the service modification would affect the current service of 258D. If the original service of 258D would not be affected, he would not object to the proposal of service adjustment of 258D. It was hoped the bus company

would increase the frequency of 258D appropriately when resources permitted; and

- (v) As a special departure, the waiting time of 258P was relatively long so it did not do much good to the residents who needed to go to the urban area during morning peak hours. With the population increase in the area of Lam Tei, he suggested that the department should consider to upgrade 258P to whole-day service.

38. Ms WONG of the TD said she was pleased to learn that Members welcomed the extension of the service hours of 258P. Currently, there was service of 258P provided between 6:50 and 7:50 am. Under the new proposal, the frequency level during this time slot would remain unchanged and it was suggested that the new frequency during 7:50 and 10 am would be 10 or 30 minutes. The department noted that Members' views on the enhancement of the service level of 258P. Upon implementation of the proposal by the concerned authority, the department would monitor such factors as passenger demand and bus resources and further enhance the service level. Moreover, extension of service hours would not affect the current service level of 258D. In the bus routes planning programme for this year, it was suggested the service level of 258D would be enhanced subject to passenger demand.

39. Mr LEE of the KMB said that the KMB would actively consider to upgrade 258D to whole-day service. Moreover, the bus routes planning programme for this year had reserved resources to upgrade the service of 258 series. The KMB would continue to pay attention to the patronage of this route and study the feasibility of service enhancement.

40. A Member said that the demand of the residents in Kin Sang Estate on 258D was very great. It was pleased to see that the department was willing to listen to them and gradually enhance the service of 258D. He added that the frequency of 258P should also be increased.

41. A Member requested the TD to explain the arrangement of service hours of 258P again.

42. Mr LEE of the KMB said that after the 258P departed from Hung Shui Kiu in the morning at present, it would go to Lam Tin in one direction. Under the new

proposal, the current service of 258P would remain unchanged and the service hours would be extended to 10 am and there would be return trips departing from Lam Tin between 4 and 8 pm.

43. The Chairman concluded by saying that the TD and KMB were requested to study Members' views and enhance the service concerned.

#### Enhancing 259P service and extending the route

44. The Chairman said that since this issue was related to the Request for Speedy Arrangements to Allow Route 259D to Run Directly to Wong Chu Road and Tuen Mun Road during non-peak Hours (TTC Paper No. 20/2017), it was suggested that they should be discussed together.

45. The proposer of the Paper No. 20/2017 suggested that the paper concerned should be discussed separately.

46. The Chairman agreed with the above arrangement.

47. Members offered the following views:

- (i) The increase of frequency of 259X during morning peak hours and the change of the trips concerned to depart from Lung Mun Oasis were welcomed. However, the departing time of the trips concentrated between 7 and 7:30 am. It was opined the department had ignored the demand after 7:30 am. The passengers waiting for 259D at the Wu Pik House also found it difficult to get on the buses between 8:30 and 8:45 am. He said that the profit of the parent company of the KMB had increased rapidly. They should inject more resources to enhance the service of 259D and 259X after 7:30 am;
- (ii) It was insufficient to increase one trip of 259X during the morning peak hours. In fact, the time after 7:30 still belonged to peak hours. It was suggested the department further enhance the service concerned;
- (iii) Enhancement of the service of 259X was welcome. However, the demand was still great after 7:30 am so the department should consider the increase of the frequency to 15 minutes until 7:45 am. Moreover, it was proposed in the bus routes planning programme last year that there would be two trips departing from the Kwun Tong Pier to Tuen Mun during the afternoon peak hours but there had been one trip implemented so far. He requested the

department to implement the provision of the second return trip as soon as possible. It was also suggested that the departure of the trips concerned should be postponed to 6:15 or 6:30 pm instead of 5:50 pm;

- (iv) The demand of Tuen Mun residents on the buses going to the East Kowloon had become greater and greater so the department's enhancement of the service of 259X was supported. It was opined that the provision of one to two trips only during the peak hours was not sufficient. He suggested that the department should consider the provision of a special route between Tuen Mun and East Kowloon at the BBI to facilitate the residents in different areas of Tuen Mun to go to that area at the BBI;
- (v) The proposal to increase the frequency of 259X was welcome. A lot of Tuen Mun residents worked in Kwun Tong so the department should increase more trips. There was only one return trip of 259X only and the departing time was too early. It was suggested that there should be two return trips and the departing time of the current return trip should be postponed to 6:30 pm; and
- (vi) It was opined that 259X departing from the BBI was to facilitate the residents in different areas of Tuen Mun to go to East Kowloon at the BBI. If all 259X changed to depart from Lung Mun Oasis, the department should ensure that passengers at the BBI could still take the trips concerned. Moreover, there were four Kwun Tong-bound trips of 259X but only one return trip so the department should increase the return trips. From a macro view, the department should consider the enhancement of the overall transport service between Tuen Mun and East Kowloon, e.g. studying the synergy of 252X and 258P.

48. Ms WONG of the TD said that the service hours of the 259X proposed in the bus routes planning programme was between 7 and 7:30 am. The department noted the views offered by Members on the postponement of the service concerned and would study the arrangement concerned with the bus company to satisfy passenger demand. On the return trip of 259X, it was proposed to launch two trips in the bus routes planning programme last year. Currently, one trip had been implemented and the patronage was about 70%. The department would implement the second return trip according to passenger demand and the actual departing time would satisfy passenger demand as far as possible. Moreover, 258X and 259X

were services provided during peak hours. Tuen Mun residents going to East Kowloon during non-peak hours could choose to take 258D or 259D. However, the department would timely study on the enhancement of the service level of 258X, 259X and 259D with the bus company subject to passenger demand.

49. Mr LEE of the KMB said that the KMB would study the service arrangement of 259X during morning and afternoon peak hours and would pay attention to the patronage of the trips and study the increase of trips with the TD timely.

50. The Chairman concluded by saying that the TD and KMB were requested to note Members' views.

#### Provision of special departures of 261B

51. A Member said she agreed with the TD's provision of special departures plying between So Kwun Wat and Kowloon Station. However, the KMB should consult district people before deciding the departing time. She would follow up the proposal with the KMB and the TD.

52. Ms WONG of the TD said that the departing time of 261B was decided at 7:45 am tentatively. The department would discuss the actual time arrangement with the DC member of the constituency concerned to satisfy the demand of the residents in the area. Upon implementation of the proposal concerned, the department would adjust the service arrangement concerned timely subject to passenger demand and resources of the bus company.

53. Mr LEE of the KMB said that the service hours of 261B were tentative arrangement. The KMB would discuss with the DC members of the constituency concerned for specific arrangement.

54. A Member suggested that the TD and KMB should communicate with the local residents directly and listen to their voices. They should not just rely on the DC members of the constituency concerned to play the role of collection of public opinions.

55. Ms WONG of the TD said that the TD communicated with district people from time to time. Some time ago, the regional representative of the department contacted the owners' representative of Avignon. The department would continue communication with the residents and listen to their views on the bus routes.



56. The Chairman concluded by saying that the TD and KMB were requested to consider Members' views.

Launching 263A to ply between Tuen Mun Station and Science Park during peak hours

57. Members offered their views and made enquiries as follows:

- (i) Shek Mun Industrial Estate was a business area of sustainable development. There were a lot of business buildings in the area and many Tuen Mun residents also worked at Shek Mun. However, the route would be very circuitous if the residents wanted to go to that area. Therefore, he supported the launch of 263A and hoped the frequency would increase gradually. The department was also asked to explain the location of the stops of the bus route in Shek Mun Industrial Estate;
- (ii) There was 263 going to Shatin at Tuen Mun Station at present. Now that the department would launch 263A to ply between Tuen Mun Station and Science Park later, the departing location should be moved near Fu Tai or Hung Fook Estate and the bus should be arranged to travel via Lam Tei, Siu Hong, Po Tin and Kin Sang to serve more passengers;
- (iii) It was predicted that the demand on this route was very great. It was proposed the KMB would closely observe the patronage and increase the frequency of necessary. Moreover, she suggested that the return trip which had been tentatively decided to be departed from Science Park at 6 pm should be departed at 5:30 or 5:45 pm;
- (iv) The launch of 263A was welcome. It was suggested the department should enhance this route to whole-day service gradually and the departing location should be extended to the north-western area of Tuen Mun (e.g. Area No. 54 or Kin Sang Estate) in line with the population increase and development in the north-western area of Tuen Mun;
- (v) Most of the passengers of 263 went to the Shing Mun Interchange ("SMI") to change buses for other districts in the New Territories East only. They did not go to the destination so he supported the extension of the service area of 263. He opined that the department and the bus company should consider residents' views and make an adjustment or extend the destination of 263A to Tai Po or other districts in future; and

- (vi) Most of the passengers of 263 went to the SMI to change buses so 263A could divert the passengers who wanted to go to Science Park while 263 could focus on taking passengers to Tai Po or Fo Tan. Moreover, he enquired the department whether the bus resources of 263A were withdrawn from the current resources.

58. Ms WONG of the TD said that the proposal of the launch of 263A to ply between Tuen Mun and Science Park during peak hours was in line with the development of Science Park and Shek Mun Industrial Estate. The locations of the stops would refer to the current ones of 43P such as Ravana Garden in Tai Ching Kiu Road. The return trip was tentatively decided to be departed from Science Park at 6 pm. On the whole, it could satisfy the demand of the people in the area to go to Tuen Mun. The department noted Members' views on the time of the return trip, which would be considered together with other views collected after the meeting. As the major target group of this route was the residents who would go to Shek Mun and Science Park for work, the department considered it more appropriate to arrange the provision of service during peak hours tentatively. The resources of 263A were new ones and the launch of this route would not affect the current service of 263. On the further extension of 263 or 263A, the department needed to consider the views carefully as the extension of the route might affect the attractiveness of the bus route. There would be a stop at the BBI. Residents living at different areas of Tuen Mun could take 263A at the BBI to go to Shek Mun or Science Park. Upon implementation of the proposal, the department would closely observe its service level and would study the enhancement of service with the bus company timely to satisfy passenger demand. On the provision of a new route between Tuen Mun and Tai Po, the department encouraged residents to go to Tai Po by taking the current bus routes at an interchange or by train to properly use resources and improve traffic congestion and environment. When the department consider the launch of a new service, it would scrutinise thoroughly the service facilities for public transport, use of resources, passenger demand and prospect of the route. As Tuen Mun residents currently could go to Tai Po by taking buses at an interchange, the department had reservation on the launch of this route. However, the department noted Members' views and would consider them properly for the bus routes planning programme in future.

59. Mr LEE of the KMB said that 43P of the KMB which went to Tsuen Wan from Science Park would depart between 6 pm and 6:30 pm during the afternoon

peak hours. On the whole, it could satisfy the demand of the people who left work at that time in that district. Therefore, the departing time of 263A was tentatively fixed at 6 pm. The KMB would pay attention to the patronage of the passengers before making corresponding adjustment. In the past two years, the passengers of 263 had been increasing, which reflected that the demand on the traffic between the New Territories West and the New Territories East was on the rise. KMB would actively consider the development of route 263 including considering the provision of special trips covering Tai Po or Fo Tan.

60. Members offered their views and made enquiries in the second round:

- (i) The TD had provided several data to support the new proposals in the bus routes planning programme but ignored Members' requests. It had been many years for the TTC to fight for the launch of a bus route plying between Tuen Mun and Tai Po but the department said there had been no data on the relevant passenger demand as support. Therefore, she had conducted a questionnaire survey at the BBI. Of the 884 questionnaires collected, most of the interviewees said they longed for the provision of a bus route plying between Tuen Mun and Tai Po. However, the department had no positive response to the trial operation of the service so far. She opined that understanding residents' demand was the department's responsibility and the department should also refer to the data provided by Members;
- (ii) The department said it would refer to 43P in the routeing of 263A but the paper showed that 263A would travel via Fo Tan Road but 43P did not. He would like the TP to clarify the route concerned. Moreover, the area of the Shek Mun Industrial Estate was quite wide and he predicted that 263A would have stops at City One and Ravana Garden in Shatin, which was quite far away from Siu Lek Yuen. To the citizens who went to the area for work, the attraction of the route might not be great; and
- (iii) In recent years, the TD had been inclined to launch "one-trip village bus service". He disagreed with this. He did not object to the launch of 263A but suggested that the department should increase the frequency. Moreover, he enquired the TD whether passengers could take other feeder routes after arriving at Shek Mun by 263A.

61. Ms WONG of the TD responded that reference had been made to the current routeing of 43P for the routeing of 263A basically, going to the area of Science Park

from Tai Chung Kiu Road and Tate's Cairn Road. If there were stops in the Shek Mun Industrial Estate, the attractiveness of this route would decrease as far as the passengers who wanted to go to the Science Park were concerned. Therefore, the department needed to scrutinise this proposal carefully. The Bus Routes Planning Programme for this year concentrated on the proposal of increasing one or two special trips in response to the demand during peak hours. Upon implementation of the route concerned, the department would consider the increase of the frequency of 259X and 258P according to the passenger growth and extend their service hours.

62. Mr LEE of the KMB said that 263A would stop at the SMI and the passengers could take other routes like 40X, 43X, 47X, 48X and 49X to go to different areas in Shatin with interchange concession.

63. A Member said that although there were many routes for the passengers to choose at the SMI, it was very busy at the interchange and passengers found it difficult to get on buses. If the KMB provided feeder service to the passengers of 263A at Shek Mun, it would be much more flexible.

64. Mr LEE of the KMB said that the KMB encouraged passengers to use interchanges properly. Currently, there were sufficient routes and service for passengers to choose at the SMI during peak hours. The KMB noted Members' suggestion for the provision of feeder service in the area of Shek Mun and would consider them carefully.

65. The Chairman concluded by saying that Members agreed with the launch of 263A and the TD and KMB were requested to study Members' suggestions.

#### Enhancing the service of 960A

66. Members offered their views and made enquiries as follows:

(i) Enhancing the service of 960A was welcome but it was disagreed that the current resources of 960 would be withdrawn for the provision of the new service of 960A. It was opined that the frequency and service of 960 should also be enhanced. She requested the department to purchase more buses or study the enhancement of the service of 960A with other resources;

(ii) The target group of 960A, 960P and 960X of the 960 series were not the exactly same. He suggested that the department should gradually enhance the service of 960P to whole-day service and requested that the proposal to

enhance the service of 960A should be implemented in the third quarter of this year;

- (iii) The bus service in the area of Lam Tei and Tsing Chuen Wai had been insufficient. With the gradual intake of Hung Fook Estate, the demand of the north-western area of Tuen Mun on 960 had become greater. A lot of residents in Kin Sang Estate worried that the resources of 960 would be withdrawn. He opined that the department should increase the frequency of 960 and use new resources for the provision of the service of 960A; and
- (iv) A lot of bus routes (like 258D and 258X) would share resources. She did not object to the enhancement of the service of 960A but requested the bus company to provide new resources for the service concerned. She also suggested that the destination of 960 or 961 should be extended to Causeway Bay to serve more citizens. Moreover, the frequency of the return trips was not sufficient. Passengers waiting at the Queensway during the peak hours found it difficult to get on the buses. Therefore, she requested to enhance the return trip service of 960.

67. The responses of Ms WONG of the TD were summarised as follows:

- (i) Currently, a lot of bus routes shared resources. The department would study with the bus company on the feasibility of the launch of 960A without withdrawing of the current resources of 960A. The implementation date of enhancing the service of 960A was a predicted one only. The department and the bus company would study whether it could be implemented earlier;
- (ii) The department had proposed to increase the service of 960P, including extending the service hours to 10 am from Monday to Saturday, and the provision of service from 10 am to 1 pm on Sunday and public holidays;
- (iii) If the destination of 960 and 961 was extended to Causeway Bay, the bus would need to travel via the busy roads on Hong Kong Island. The department would need to examine the facilities at the terminus and the service facilities first. At the present stage, the department had reservation on the proposal. Currently, the department encouraged passengers to go to that area by taking buses at BBI. Later this year, the cross harbour routes operated by the KMB exclusively would provide interchange concession for trams; and

(iv) The department would pay attention to passenger demand on 960 and would study with the bus company timely to further enhance the service of 960 to satisfy passenger demand.

68. Members offered their views on the issue in the second round:

(i) The proposal in the Bus Routes Planning Programme for Tuen Mun District 2017-2018 should be implemented within 2017. The department was requested to enhance the service of 960A starting the third quarter of 2017;

(ii) The department's study on the extension of the destination of 960 or 961 to Causeway was welcome. It was suggested the department should consider the extension of the destination to North Point or Fortress Hill. Moreover, he welcomed the provision of free interchange concession for trams; and

(iii) When the TTC discussed the extension of the destination of 960 or 961 to Causeway Bay some time ago, the KMB did not object to the proposal concerned. Moreover, the Moreton Terrace at Causeway was government land and there was sufficient space for the provision of bus stops. As the frequency of 960A was low, she suggested that the department should extend the destination of 960A to Causeway Bay on trial first and then adjust according to the actual situations.

69. Mr LEUNG of the KMB said that the KMB would actively consider the use of new resources for the provision of the service of 960A. As there was road works in the Wan Chai north currently which would affect the stability of the frequency of some of the buses, the stability of the overall frequency would increase and more residents would be served if the destination of 960, 961 or the special trips of 960A would be extended to Causeway Bay on trial. The KMB would actively consider the proposal concerned.

70. Ms WONG of the TD said that the department would discuss with the bus company the use of new resources for the provision of the service of 960A and the feasibility of early implementation. On the proposal for the extension of routes 960, 961 or 960A, the department needed to scrutinise the proposal concerned carefully as this would cause certain impact on the traffic and air on Hong Kong Island and there was no more space for new bus routes to stop at the Moreton

Terrace. The department would continue to study on the optimisation of the bus routes network in Tuen Mun district.

71. A Member said it was understood that there were more limitations on the bus routes on Hong Kong Island. It was hoped the department could study the proposal concerned thoroughly and discuss with Members timely.

***Views on other bus routes***

72. A Member said that Tuen Mun residents' demand on 258X had been increasing. The department was requested to increase one trip for each direction.

73. Ms WONG of the TD said that the department would closely observe the service of 258X and passenger demand, and would study the adjustment of service arrangement with the bus company timely.

74. A Member said that although it was proposed in the bus routes planning programme for last year that the 62X would run the whole day, it was withdrawn by the company owing to resources issue. The Working Group on Tuen Mun External Traffic had been following up the whole-day service of 62X. However, there was no improvement proposal raised in the bus routes planning programmes for this year or any new proposal to improve the traffic service in the south-east area of Tuen Mun. She requested the TD to improve the service of 62X and explain the details in the paper of bus routes planning programme, including number of buses and frequency.

75. The Chairman said that 60X, 61X and 62X were major bus routes linking Tuen Mun and urban areas and their patronage had been increasing. The department should improve the service concerned.

76. Members offered the following views:

- (i) It was proposed in the bus routes planning programme for this year that there would be one more bus for 62X provided in the first quarter of 2018 subject to passenger demand. He requested the department to implement the proposal concerned earlier. In the long run, it should consider to provide more resources to launch whole-day service with stable frequency. Moreover, he requested the department to do appropriate publicity after the frequency had become higher so passengers would know the change;
- (ii) It was agreed with the increase of the bus resources of 62X. Moreover, he

said that the service of 62X was provided during the afternoon peak hours. It was replaced by 259D during the non-peak hours so people would find it difficult to follow. The department was requested to provide whole-day service for 62X;

- (iii) The department should not provide the whole-day service of 62X in a “cut and paste” way. The department should request the bus company to put more resources;
- (iv) The TTC did not object to the whole-day service of 62X. It just did not support the withdrawal of the current bus resources to launch other bus services; and
- (v) It was proposed in the paper of the bus routes planning programme that 62X would run the whole day but it did not mention that the frequency of 259D would be withdrawn. However, the revised paper said the resources of 259D would be withdrawn in the proposal. He said the TTC did not object to 62X running whole day. It just did not agree with the withdrawal of the resources of 259D to provide the service concerned. He opined that the travel arrangements of 62X and 259D were very confusing. The department was requested to study the improvement of the problem concerned.

77. Ms WONG of the TD responded that it was proposed in the bus routes planning programme 2016-2017 that 62X would be upgraded to whole-day service. However, owing to limitation of resources and it was expected that there would be changes in the patronage during non-peak hours, it was also proposed in the programme that the frequency of other routes of 59M, 60, 61X, 258D and 259D would be adjusted. In the consultation paper to the DC Members in February 2016, it was clearly shown that the bus company would adjust the service level of the above route during non-peak hours according to the actual patronage in order to go with the whole day operation of 62X. The department noted Members’ views expressed on the proposal in the consultation paper. Last year, the department attended many meetings to listen to Members’ views and noted Members’ views that the department was requested to maintain other bus services unchanged when 62X were upgraded to whole-day service. After the department studied with the bus company, the bus company withdrew the proposal owing to the consideration of resources eventually. It was proposed in the bus routes planning programme for



this year that there would be one more trip provided during peak hours. The department would study with the bus company to implement this proposal early and would reflect to the bus company the view to increase publicity on the new service. The department would arrange and adjust the traffic service in the district according to passenger demand. If necessary, the department would make appropriate adjustment to go with local development.

78. Mr LEE of the KMB said it was proposed in the bus routes planning programme last year that 62X would run the whole day. However, the service scope of 259D would become relatively smaller if 62X ran the whole day. It was expected the patronage of 59M and 259D would drop so the KMB suggested that there should be redeployment on the overall resources. It was proposed in the bus routes planning programme for this year that there would be one more bus resource for 62X. The specific date of implementation would need to be communicated with the department before confirmation.

79. A Member said that 62X had been operated for 30 years but the department had never considered to enhance its service level. If the department worried that there would not be sufficient patronage after 62X changed to run the whole day, she suggested that the terminus of 62X should be extended to the bus terminus at the Tuen Mun Station.

80. A Member said that the department's increase of the frequency of 62X was welcome. It was suggested the department should start to improve the service of 62X. For example, its service hours should be extended gradually and there would be consideration to provide whole-day service according to the actual situation.

81. The Chairman said that the TD was requested to reconsider to upgrade 62X to run the whole day.

82. Ms WONG of the TD reported that the bus route planning programme had expected the population in So Kwun Wat and Sham Tseng would rise and the demand on traffic travelling to and from Hong Kong Island would become greater gradually. As there was no bus service departing from So Kwun Wat and going to Quarry Bay via the area of Siu Lam and Sham Tseng, it was proposed to launch a trip of 962E during the morning and evening peak hours respectively. It was suggested launching the route with new resources so the current service level of 962 series would not be affected. The route concerned would travel via the Castle Peak Road, BBI, Sham Tseng Interchange and Tuen Mun Road. It was proposed that

the route concerned would go into operation in the fourth quarter of this year to serve the residents in Tuen Mun and Tsuen Wan districts.

83. The Chairman said that since the launch of 962B, he did not agree with the bus route of Tuen Mun travelling via Sham Tseng. It was suggested 962E should leave Tuen Mun via Fu Tai after departing from Avignon.

84. A Member said that there was no such proposal mentioned in the bus routes planning programme for this year. It should not be discussed at this meeting. What the TD had done was disappointing.

85. A Member said that 962E was a proposal in the bus routes planning programme last year. She understood other Members' concern but there was only one trip of 962E. There had been insufficient service facilities for transportation in that area and the residents knew this service would be implemented in the fourth quarter and were looking forward to it. If currently the TTC put forward a new proposal on the route again, the time of implementation would be postponed once more. As the DC Member of the constituency concerned, she found it difficult to explain to the residents. Moreover, she opined that Members should be responsible for the overall traffic problem in Tuen Mun district and hoped that the service concerned could be launched as scheduled.

86. A Member said that the TTC objected to 962E travelling via Sham Tseng last year. If it agreed with 962E travelling via Sham Tseng now, that meant Members changed to agree with 962 and 962B stopping at Sham Tseng. Moreover, the department might consider that 962E should depart from the Avignon and go to the urban area via the Castle Peak Road and the Tuen Mun Town Centre in order to make up for the insufficient service of 962C during peak hours.

87. The Chairman said that he agreed with 962E departing from the Avignon but did not support the route travelling via Sham Tseng. It was suggested the department should plan the route concerned again and report to the TTC timely.

88. The Chairman concluded by saying that the TTC had expressed a lot of views on the bus routes planning programme. It was hoped the TD and the bus company would consider them actively.

#### **IV. Discussion Items**

##### **(A) Request for Speedy Arrangements to Allow Route 259D to Run Directly to**

Wong Chu Road and Tuen Mun Road during Peak Hours

(TTC Paper No. 20/2017)

(Reply from the KMB)

89. The proposer of the paper said that the route of the 259D during non-peak hours was circuitous. The travel time in Tuen Mun district alone was 10 to 15 minutes and the whole journey took one hour or so. If there was traffic congestion in Kwun Tong, the journey might last two hours. He hoped that the KMB of which profit skyrocketed last year and the TD could provide more bus resources to 259D so that 62X could run the whole day and 259D would not travel via the town centre during non-peak hours.

90. Members offered their views and made enquiries as follows:

- (i) After 259D departed from Lung Mun Oasis, it took 25 to 30 minutes to get to Tuen Mun Road, which reflected that the route was very circuitous. Therefore, some of the passengers would take X series and M series to the BBI and choose other bus routes to go to East Kowloon. She suggested that 259D should change not to travel via the town centre for the whole day and that 62X would be upgraded to whole-day service;
- (ii) 62X provided service during non-peak hours and the bus company should have sufficient resources during non-peak hours. Therefore, he requested the bus company to provide 62X to run the whole day and 259D would change not to travel via the town centre during non-peak hours in order to rationalise the routeing of 259D;
- (iii) The final stop of many external bus routes in the district was situated at the Glorious Garden, Lung Mun Oasis and Sun Tuen Mun Centre so the residents would find it difficult to get on the buses. The 259D which departed from Lung Mun Oasis had a very circuitous route. He often took 259D and found that the journey was very long. Therefore, he suggested the department should increase the frequency of 259D and arrange for it not to travel via the town centre and 62X should provide whole-day service to go with the whole operation. He understood that the bus company had commercial consideration but it should also take account of public service;
- (iv) The arrangement of 259D during peak hours and non-peak hours was not the same (e.g. routeing and location of stops) so residents found it difficult to follow. She requested the TD to rationalise the current arrangement of 259D and upgrade 62X to whole-day service;

- (v) The route of 259D was circuitous like “Tuen Mun Tourist Bus Route”. He opined that 259D should go to the BBI directly and pick up the residents who lived at the town centre and took 60M to the BBI, helping to make the best use of the BBI;
- (vi) It was estimated that the bus company did not want to upgrade 62X to whole-day service because of two concerns. They worried that the patronage of 259D would drop and there would be insufficient sources of passengers for 62X. On the sources of passengers of 62X, he suggested that 62X should stop at the BBI after it would run the whole day in order to take more passengers. He said that a lot of residents would change to take 60M or other routes to go to the BBI for 258D or 259D after they had missed the trip of 259D. It was believed that the problem of insufficient sources of passengers would be solved after 62X stopped at the BBI. Moreover, 258D, 259D and 62X were routes going to the East Kowloon. The department might start by doing a study to extend the destinations of some of these routes to such district like Tseung Kwan O. He opined that if the destinations were changed, there would be new demand on the above routes. Then there would be sufficient sources of passengers to support the three routes running the whole day; and
- (vii) At present, 259D would travel via the south-western area and the south-eastern area of Tuen Mun for Yau Tong after departing from Lung Mun Oasis. If 259D changed not to travel the south-eastern area and went to Tuen Mun Road directly, the TD needed to deploy bus resources to provide 62X running the whole day to satisfy the demand in the south-eastern area.

91. The Chairman said it was agreed that the route of 259D was circuitous. It was suggested that 259D should go to the BBI directly after departing from the terminus. At that time, residents in different areas of Tuen Mun could choose to take different bus routes at the BBI to go to the East Kowloon.

92. Mr Mark MOK of the TD said that the demand of Tuen Mun residents on the traffic service to go to the East Kowloon during peak hours was great. Therefore, there were services concerned provided by 259D and 62X at the Tuen Mun Pier and town centre. It was proposed in the bus routes planning programme for this year

that the service of 62X during peak hours would be enhanced. The service of 259D during non-peak hours covered the service area of 62X so this issue was closely related to the proposed whole-day service of 62X. Last year, it was proposed in the bus routes planning programme that 62X would run the whole day. However, it was expected that the patronage of 59M, 60M and 259D would be affected so the whole proposal involved the allocation of resources. The department noted Members' suggestion of route changes in which 259D should not travel via the town centre during non-peak hours and 62X running the whole day. The TD needed to scrutinise the use of resources carefully.

93. A Member said that this paper needed to convey Members' strong request for speedy arrangements to allow route 259D to run directly to Wong Chu Road and Tuen Mun Road during peak hours, and 62X could extend to the Tuen Mun West Rail Terminus and run the whole day.

94. A Member said that he understood the patronage during non-peak hours was lower. However, the route of 259D was very circuitous. It was hoped the department would consider to upgrade 62X to whole-day service and 259D would change not to travel via the town centre.

95. The Chairman concluded by saying that the TD and KMB were requested to consider Members' views.

**(B) Request for Rationalisation of Routes B3A and B3M**  
**(TTC Paper No. 24/2017)**  
**(Reply from the Citybus)**

96. The Chairman said that on 17 March 2017, the Secretariat distributed to Members the Citybus' reply which was submitted before the meeting.

97. The proposer of the Paper said that the Citybus should rationalise the routes of B3A and B3M for proper use of resources. The route of B3A was circuitous and it took at least 7 minutes to come back to Fu Tai from Siu Hong. She suggested that B3A should go to Shenzhen Bay directly after stopping at Siu Hong. On B3M, she opined that the launch of this route was to focus on the service to mainland tourists. However, there were not so many passengers who got on the bus at Hung Kiu now. She suggested that B3M should travel via the Castle Peak Road to serve more Kai- Fongs in Tuen Mun including residents at Fu Tai Estate. She opined that this rationalisation would involve smaller changes and it could serve more residents. However, the Citybus needed to ensure that the first trip of B3M

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should go with B3A each other and there should be interchange concession for the passengers who would take the return trip at Siu Hong Station.

98. Members offered their views as follows:

- (i) Members should not concentrate on the nationality of the passengers of B3M. Instead, they should emphasise whether bus resources would be used properly. He said that the journey of B3M was very long and the patronage of B3M was low. It was suggested that these two routes should be rationalised. He suggested that B3M should change to depart from Sam Shing and go to Chi Lok Fa Yuen and Ho Fook Tong via the Castle Peak Road. Therefore, after B3M went to Hoi Chu Road, it did not need to stop at the Chi Lok Fa Yuen. Then it could go to Heung Sze Wui Road directly. B3A did not need to go back to Fu Tai either. Then it could go to Shenzhen Bay directly. The overall routes of the B3 series would be improved;
- (ii) It was supported that B3A changed not to travel via Fu Tai and that other routes would enter Fu Tai Estate. Moreover, he was not satisfied with the TD for not making a written reply on this issue. He opined that as a government department, the TD had the responsibility to answer questions raised by the DC. It was not good for the Citybus to reply alone;
- (iii) The whole B3 series went into operation many years ago with higher and higher patronage. The Citybus needed to review the service concerned. He suggested enhancing the service and frequency of B3A and changing the routeing of B3M to increase the patronage of these two routes. He requested the TD and the Citybus to review the routeing of B3, B3A and B3M again;
- (iv) The patronage of B3M was rather low and there would not be any new demand in the future. The journey of B3A was very long so she suggested shortening the route of B3A. For example, it could change not to travel via Fu Tai but go to the Castle Peak Road in order to attract more passengers. She said that all Members supported the proposal in the paper so the Citybus was urged to consider this rationalisation proposal;
- (v) B3 had been operated for many years so the Citybus should plan the routes concerned again. He emphasised that Members did not want to restrict the commercial consideration of the bus company. It was just hoped there would be balance between passengers' interest and operation of the bus

company. Currently, the frequency of B3X was very high but that of B3 and B3A was 30 minutes. B3M served mainland tourists mainly. He said that as a franchised bus company enjoying fuel subsidy, Citybus should provide service to Hong Kong residents first. Moreover, Citybus should rationalise the whole B3 series. Otherwise, it should start to improve the routes of B3A and B3M; and

- (vi) Rationalisation of the routes of the B3 series should be led by the TD instead of the Citybus. She requested the department to explain whether they would consider rationalisation of the B3 series. If not, she would request the TD to put the operation right of the B3 series to tender again.

99. The Chairman said that as B3X would stop at Heung Tze Wui Road, he suggested that B3 should go to Fu Tai via the Castle Peak Road instead. It should go to Shenzhen Bay directly to avoid overlapping with the route of B3X.

100. Members offered their views in the second round as follows:

- (i) The TD often emphasised proper use of resources but B3M and B3X stopped with a street apart and went to the same destination. It was opined that what TD said had contradictions. B3 series had been operated for ten years and the department should review its service level. If B3 changed to travel via the Castle Peak Road instead of the town centre, it might cause inconvenience to the residents. She suggested adjusting the routeing of B3M which had low patronage in order to make up for the unsatisfactory service of B3 and B3A;
- (ii) As Members had no objections to the adjustment of the service of B3M, it was hoped the TD and the Citybus would plan the B3 series again as soon as possible; and
- (iii) The resource allocation of B3 series was apparently imbalanced. The difference in the frequency between the routes was very great and some of the routes had low patronage. The TD was alleged to have double standard. Therefore, she urged the TD to examine the routes and service of the B3 series again.

101. The proposer of the paper said that the TD should not shirk responsibility for

the examination of the B3 series again. The TD should take up the role of a leader in order to serve more Tuen Mun residents.

102. The Chairman said that the TD was requested to report on the progress concerned at the next meeting.

103. Mr MOK of the TD said that the department would study the suggestion concerned with the bus company.

104. A Member enquired the Chairman whether discussion of this issue would continue at the next meeting.

105. The Chairman concluded by saying that discussion of this issue would continue at the next TTC meeting.

(C) Provision of Cross Boundary Bus Service between Tuen Mun and Lok Ma Chau

(TTC Paper No. 30/2017)

(Reply from the TD)

106. The Chairman said that on 15 March 2017, the Secretariat distributed to Members the TD's reply which had been submitted before the meeting.

107. The Chairman said that this paper was submitted by him. As the TD did not agree that the overnight public light bus service between Tuen Mun and Lok Ma Chau should be upgraded to whole-day service and he learned that the patronage of the cross-boundary bus between Kam Sheung Road and Huang Guang Port was low after he paid a site visit at the Lok Ma Chau Control Point, he suggested that the TD should extend the cross-boundary bus service to Tuen Mun.

108. Mr MOK of the TD said that the Working Group on Tuen Mun External Traffic had mentioned the extension of public light bus service to the Lok Ma Chau Control Point. However, there was no suitable location for the provision of public light bus service owing to geographic restrictions. Currently, route B1 stopped at the Lok Ma Chau Control Point to facilitate passengers to change to go to the control point at the Lok Ma Chau spur line. In order to properly use resources and avoid traffic congestion, and the Northern Link would be built later, the department had reservations on the provision of new cross boundary bus service but it would closely observe the passenger demand.



109. The Chairman said that it was expected the Northern Link would be completed many years later. Currently, there were bus stops in Kam Sheung Road but the patronage of the route was rather low so the department should consider to extend the route to Tuen Mun district. He said that he would consider to write to the Commission for Transport to reflect his views. The representative of the TD was requested to study Member's views.

110. A Member said that there were not many routes which stopped at the Sam Shing Public Transport Interchange. He suggested the provision of cross boundary bus service there, which would travel via Chi Lok Fa Yuen and the town centre. He suggested that discussion of this issue should continue.

111. The Chairman concluded by saying that the TD was requested to study the suggestion concerned.

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

112. A Member said that he submitted a paper on the proposal of the bus route between Tuen Mun and the airport via Chek Lap Kok Link before the DC meeting but it was not included in the agenda eventually. He said the DC Chairman suggested that the TTC should take follow-up action on the paper, which would be distributed as supplementary information. Therefore, he requested the Chairman to distribute the paper concerned to Members as reference.

113. The Chairman said that this issue belonged to matters arising. Members could offer their views on the issue directly at the next meeting.

114. A Member said that the above paper had been submitted to the DC meeting indeed. At the time, the DC Chairman suggested that the TTC should take follow-up action. It was not understood why the Secretariat had not passed the paper to the TTC Chairman.

115. A Member said that this issue should be discussed as matters arising of the next TTC meeting instead of being discussed as any other business at this meeting.

116. The Secretary said that the Secretariat received a paper about the proposal of the bus route between Tuen Mun and the airport via the Chek Lap Kok Link before the DC meeting on 7 March 2017. As the content of the above paper was similar to the issue of which discussion had continued at the TTC since July 2016, and the above paper only narrowed down the area of discussion together with proposals

raised for other four bus routes, the DC Chairman decided not to include the paper concerned in the agenda of the DC meeting concerned. Later, the Secretariat suggested to the proposer of the paper that if he hoped to distribute the paper at the TTC meeting as supplementary information, he might consult the TTC chairman for advice directly. Before the last TTC meeting, the Secretariat had received no instruction from the TTC Chairman or any request to distribute supplementary information at the meeting from the proposer of the paper. Therefore, the paper concerned was not distributed at the last TTC meeting.

117. There being no other business, the meeting closed at 1:20 pm. The next meeting would be held at 9:30 am on Friday, 12 May 2017.

Tuen Mun District Council Secretariat

Date: 31 May 2017

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