

Minutes of the 3rd Meeting of
the Traffic and Transport Committee (2018-2019) of
the Tuen Mun District Council

Date: 16 March 2018 (Friday)

Time: 9:31 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	9:31 a.m.	End of meeting
Mr YIP Man-pan (Vice-chairman)	TMDC Member	9:31 a.m.	End of meeting
Mr LEUNG Kin-man, BBS, MH, JP	TMDC Chairman	9:34 a.m.	End of meeting
Mr LEE Hung-sham, Lothar, BBS, MH	TMDC Vice-chairman	9:31 a.m.	End of meeting
Mr KWU Hon-keung	TMDC Member	9:31 a.m.	11:28 a.m.
Mr TO Shek-yuen, MH	TMDC Member	9:36 a.m.	End of meeting
Mr CHU Yiu-wah	TMDC Member	9:31 a.m.	End of meeting
Ms KONG Fung-yi	TMDC Member	9:31 a.m.	End of meeting
Mr NG Koon-hung	TMDC Member	9:32 a.m.	11:30 a.m.
Mr CHAN Yau-hoi, BBS, MH, JP	TMDC Member	9:31 a.m.	End of meeting
Ms HO Hang-mui	TMDC Member	9:31 a.m.	End of meeting
Ms WONG Lai-sheung, Catherine	TMDC Member	9:31 a.m.	End of meeting
Mr LAM Chung-hoi	TMDC Member	9:31 a.m.	End of meeting
Mr TSUI Fan, MH	TMDC Member	9:31 a.m.	End of meeting
Ms CHING Chi-hung	TMDC Member	9:31 a.m.	11:47 a.m.
Ms LUNG Shui-hing, MH	TMDC Member	9:31 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	9:31 a.m.	End of meeting
Mr CHEUNG Hang-fai	TMDC Member	9:31 a.m.	End of meeting
Ms CHU Shun-nga, Beatrice	TMDC Member	9:31 a.m.	End of meeting
Mr TSANG Hin-hong	TMDC Member	9:31 a.m.	End of meeting
Ms SO Ka-man	TMDC Member	9:31 a.m.	End of meeting
Mr MO Shing-fung	TMDC Member	9:31 a.m.	End of meeting
Mr KAM Man-fung	TMDC Member	9:43 a.m.	End of meeting
Mr YEUNG Chi-hang	TMDC Member	9:31 a.m.	End of meeting
Mr YAN Siu-nam	TMDC Member	9:31 a.m.	End of meeting
Mr TAM Chun-yin	TMDC Member	9:31 a.m.	1:15 p.m.
Mr CHAN Wai-ming	Co-opted Member	9:31 a.m.	1:16 p.m.
Mr James CHAN	Co-opted Member	9:31 a.m.	End of meeting
Mr IP Pak-wing	Co-opted Member	9:31 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

Mr TAM Chung-on, Alan Senior Engineer/Project 2, Transport Department
Mr CHEUNG Cheuk-wai, Jeffrey Senior Transport Officer/Bus/New Territories West,
Transport Department
Ms WONG Wing-chow, Cherry Transport Officer/Bus/New Territories West,
Transport Department
Ms LEE Shuk-fong, Susanna Senior Project Manager 336, Architectural Services Department
Ms KWOK Wing-yin, Wendy Project Manager 341, Architectural Services Department
Mr LEE Kin-kau Architect/213, Architectural Services Department
Ms LAW Lai-chun, Gladys Senior Executive Officer (Planning)2, Leisure and Cultural
Services Department
Mr MAK Shiu-wai District Engineer/Works Request Form (North West),
Highways Department
Mr LAI Ka-long Senior Operations Support Officer, Long Win Bus
Company Limited
Mr Dennis LEE Manager, Planning & Development, The Kowloon Motor Bus
Co (1933) Ltd
Mr Sam FUNG Deputy Chief Technology Officer, AXON Consultancy
Ms Annie LAM Assistant Public Relations Manager - External Affairs,
MTR Corporation Limited
Mr Gordon CHEUNG Assistant Manager, Hong Kong Sustainable Development
Research Institute
Mr Daniel TANG Research Officer, Hong Kong Sustainable Development
Research Institute
Ms Florence LEE Research Officer, Hong Kong Sustainable Development
Research Institute
Mr Jason LUI Operation Officer, Tuen Mun Youths Association

In Attendance

Mr MOK Ka-sing, Mark Senior Transport Officer/Tuen Mun 1, Transport Department
Ms TSE Sau-ching, Cammy Senior Transport Officer/Tuen Mun 2, Transport Department
Mr LAU Ka-kin, Marcus Engineer/Tuen Mun Central, Transport Department
Ms CHING Hoi-ying Engineer/Housing & Planning/New Territories West,
Transport Department
Mr WONG Yui-wai, Rex Engineer/Special Duties 2, Transport Department

Mr WU Fan	District Engineer/Tuen Mun, Highways Department
Ms CHAM Suet-ying, Cheryl	Engineer/15 (New Territories West), Civil Engineering and Development Department
Mr WONG Ho-mau, Victor	District Operations Officer (Tuen Mun), Hong Kong Police Force
Mr WONG Lap-pun	Station Sergeant, District Traffic Team (Tuen Mun), Hong Kong Police Force
Mr TAM Kwok-leung	Administrative Assistant/Lands (Acting) (District Lands Office, Tuen Mun), Lands Department
Mr Kelvin YEUNG	Senior Operations Officer, The Kowloon Motor Bus Co (1933) Ltd
Mr Brian LAM	Assistant Operations Manager, Citybus Limited
Mr TSZE Chi-ho	Assistant Operations Manager, Long Win Bus Company 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 3rd meeting of the Traffic and Transport Committee (“TTC”) (2018-2019).

2. The Chairman said Mr LIU Hing-wah, District Engineer/Tuen Mun of the Highways Department (“HyD”), had already been transferred to another post. On behalf of the TTC, he welcomed his successor, Mr WU Fan, and thanked Mr LIU Hing-wah for his cooperation with the TTC in the past.

3. The Chairman reminded Members that Members who were aware of their personal interests in any matters discussed at the meeting should declare the interests before the discussion. The Chairman would, in accordance with Order 39(12) of the Tuen Mun District Council (“TMDC”) Standing Orders, decide whether the Members who had declared interests might speak or vote on the matters, might remain at the meeting as observers, or should withdraw from the meeting. All cases of declaration of interests would be recorded in the minutes of the meeting.

II. Absence from Meeting

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

III. Confirmation of Minutes of the 2nd Meeting and the 1st Special Meeting of TTC (2018-2019)

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

IV. Matters Arising

(A) Bus Route Planning Programme 2018-2019 for Tuen Mun District (TTC Paper No. 3/2018)

6. The Chairman welcomed Mr Jeffrey CHEUNG, Senior Transport Officer/Bus/New Territories West, and Ms Cherry WONG, Transport Officer/Bus/New Territories West, of the Transport Department (“TD”) to the meeting. The Chairman further said that at its 1st special meeting held on 9 February this year, the TTC had discussed this matter and requested the TD to report again to the TTC on the latest progress after considering Members’ views.

7. Mr Jeffrey CHEUNG of the TD said the TD had consulted district councils about the bus route planning programmes (“BRPP”) for the current year, and the department was studying the views of various parties and discussing the final

arrangements with bus companies.

8. Members made comments as follows:

- (i) A Member said Yan Tin Estate would soon be occupied, and requested the TD to enhance the frequency of Routes No. 67M and 67X;
- (ii) A Member requested the TD to consider upgrading Route No. 62X to a whole-day service in the BRPP for Tuen Mun for the year ahead;
- (iii) A Member said residents in Shan King Estate found it difficult to take Route No. 258D during morning peak hours, and therefore requested the department to strengthen the service concerned;
- (iv) A Member said congestion often occurred in Kowloon East during afternoon peak hours, leading to delays in the return trip service of Route No. 258D. The Member suggested the TD consider designating bus-only lanes there; and
- (v) A Member requested the TD and bus companies to report again to the TTC after consolidating Members' views.

9. Mr Jeffrey CHEUNG of the TD said the department would discuss with bus companies both the above views and those gathered at the TTC special meeting held on 9 February this year.

10. The Chairman said he had opposed Routes No. 962C and 962E running via Sham Tseng as this would add at least more than 20 minutes to their journey time, causing much inconvenience to Tuen Mun residents and possibly leading to fare hikes. However, Citybus Limited ("Citybus") had not accepted the idea and persisted in launching the services concerned. Therefore, he requested the TD to report again to the TTC after consolidating views on the BRPP concerned. Besides, he was glad that the TD and bus companies launched different bus routes to serve residents, but he did not agree that the department should launch bus routes that traversed multiple administrative districts, as this would make it difficult for the TTC of Tuen Mun to request amendments to such routes on its own.

11. A Member said bus services should comprehensively cater for residents of various districts, and there were three existing bus routes that departed from Hung

Shui Kiu, Yuen Long and ran via rural areas in Tuen Mun. Therefore, he opined that things should depend on individual circumstances.

12. The Chairman said he took the interests of Tuen Mun residents as the primary consideration and concurred with the above view, so he requested the TD to consult with the TTC before making amendments to any bus routes.

TD

13. A Member noted that in recent years, the TD and bus companies had time and again taken advantage of the TTC's blind spot, as exemplified by the launch Routes No. 962C and 962E without the TTC's consent. Therefore, he requested the TD to consult with the TTC again after consolidating the views concerned.

14. Mr Kelvin YEUNG of The Kowloon Motor Bus Company (1933) Limited ("KMB") said KMB knew that Yan Tin Estate would soon be occupied, so it planned to progressively strengthen the services of Routes No. 67M and 67X from late March this year, and the related details would be sent to Members for reference later. Moreover, KMB was aware of the growing demand for transport to and from Kowloon East among Tuen Mun residents, so it had proposed in the BRPP for the previous year that the service of Route No. 258D be enhanced having regard to actual passenger demand and, in the previous few years, KMB had launched Routes No. 252X, 267X, 258X and 259X, which operated to and from the Kowloon East area, to answer the needs of residents.

V. Discussion Items

(A) Site Trial of Smart Device for Extension of Pedestrian Flashing Green Time for Elderly and Disabled
(TTC Paper No. 15/2018)

15. The Chairman welcomed Mr Alan TAM, Senior Engineer/Project 2 of the TD, to the meeting.

16. Mr Alan TAM of the TD gave a brief introduction to the programme, which is summarised as follows:

- (i) With the population of Hong Kong continuing to age, the proportion of people aged 65 or above had been only 8% of the total population in 1986 and had risen to 12% and 16% in 2006 and 2016 respectively. In view of this, the Government had, as announced in the 2016 Policy Address, carried out a study on the use of technology to extend the pedestrian flashing green time of pedestrian crossings for the convenience of elderly or disabled

people who walked at a slow pace;

- (ii) The technical study of the programme had been completed in 2017. Also, the department had consulted with the Elderly Commission and more than 200 organisations offering services to the elderly or disabled, and their support had been secured;
- (iii) As most of the elderly or disabled were Octopus card holders who benefitted from the Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities, the Smart Device would be installed on traffic lights under the programme to identify Elder Octopus Cards or Personalised Octopus Cards with “Persons with Disabilities Status” and then transmit signals to the traffic light control systems to extend the pedestrian flashing green time. The device would neither deduct money nor record the personal information of users;
- (iv) The first site trial carried out by the TD at Java Road, North Point since 25 January this year was well received by the elderly in general. The department was carrying out site trials of the device at four different locations in Hong Kong;
- (v) Tai Hing Street in Tuen Mun was the fifth location for the department’s site trial, and the pedestrian flashing green time there would be extended from nine to 12 seconds starting from 19 March, the expected date for the official commencement of the site trial. Moreover, the department would distribute leaflets to elderly service organisations near Tai Hing Street and assign staff to the scene to teach elderly people how to use the device;
- (vi) Elderly people walked at a pace one-third slower than adults, so the above device would increase the pedestrian flashing green time by a third and the pedestrian flashing green time would increase by three seconds at least; and
- (vii) The pedestrian flashing green time could be extended only once in each pedestrian light cycle, the operation of which was detailed as follows:

<u>Time of a device being activated by a user</u>	<u>When the flashing green time was extended</u>
When the red light was on	The upcoming pedestrian flashing green time would be extended

When the green light was on	The subsequent pedestrian flashing green time would be extended
When the flashing green light was on	The pedestrian flashing green time of the next green light cycle would be extended

17. Members made comments or enquiries as follows:

- (i) A Member said the population of Hong Kong was ageing, so she supported the programme and agreed that a trial point at Tai Hing Street should be set up in Tuen Mun. Besides, she suggested the department consider setting up another trial point at the pedestrian lights next to the bus terminus in Leung King Estate, Tuen Mun, because the flashing green time there lasted for six seconds only and even an ordinary adult might not have sufficient time to cross the road. Furthermore, she reckoned that the department should have consulted with the TMDC as early as possible instead of notifying it about the details only after all specific arrangements for the trial had been confirmed;
- (ii) A Member requested the TD to assign staff to teach elderly people how to use the device, and asked the department (i) how long the trial programme would last for; (ii) whether the device would be installed across Hong Kong in the future; (iii) whether wheelchair users could reach the device, and (iv) whether the sound of the device would cause a nuisance to nearby residents;
- (iii) While welcoming the TD's introduction of elderly-friendly measures in the community, a Member wondered why the department chose only one location for the trial in Tuen Mun although the technology of the device should be relatively well-developed. Therefore, the Member hoped the department would expedite the implementation of the programme;
- (iv) A Member said Fu Fat Lane near Castle Peak Road was frequented by elderly people as there were a number of elderly care homes nearby, so he suggested the device be installed there. Besides, he did not oppose the department setting up a trial point at Tai Hing Street, but opined that the TD should consult with the community before selecting a trial point and trial the device at locations with different traffic volume;
- (v) A Member welcomed the programme but opined that it should have been put out to consultation as early as possible. According to his observation, some

elderly people were barely able to cross the road after the TD had extended the flashing green time at Tai Hing Street by three seconds. He therefore suggested the department extend the flashing green time by four seconds. He also suggested the department extend the programme to other areas as soon as possible;

- (vi) A Member requested the TD to install the above device at other locations visited by more elderly people and provide braille text for easy use by the visually-impaired;
- (vii) A Member asked the TD (i) how many sets of the device would be installed in Hong Kong in the next phase of the programme; (ii) how many sets of the device would be allocated to Tuen Mun; and (iii) whether the department would include school children in the programme given the close proximity of some zebra crossings to schools. Moreover, he suggested the department calculate the additional flashing green light time based on the length of zebra crossings, and reckoned that some road sections were not suitable for the installation of the device, or else traffic would be affected;
- (viii) A Member requested the TD to consider fitting the countdown device on pedestrian lights for pedestrians or motorists to know the remaining time of a pedestrian phase easily. Moreover, believing that the technology used in this programme should be relatively well-developed, he requested the department to speed up the work and consider setting up a trial point in the areas of Tuen Mun Clinic or San Hui Market;
- (ix) A Member welcomed the programme and asked whether more trial points would be set up in other areas in Tuen Mun in the next phase of the programme. Besides, some Members worried that the addition of the above device at busy crossings would affect vehicular traffic and thus cause congestion, but the elderly and disabled also had a genuine need to cross busy road sections, so he requested the department to pragmatically consider implementing the captioned programme on a full scale and fitting the countdown device on all pedestrian lights;
- (x) A Member enquired (i) whether the department would give priority in the installation of the above device to pedestrian crossing facilities with more elderly organisations nearby; and (ii) whether the department would put

some old housing estates with no elderly service organisations despite their ageing population on the priority list for installation. Furthermore, she opined that the department should have consulted with the TMDC before setting up the trial point and requested the department to install the device at busy road sections across Hong Kong in phases for elderly people to cross roads easily;

- (xi) A Member expressed dissatisfaction in that the TD had already decided to set up a trial point at Tai Hing Street, so it was not gathering the views of the local community but merely notifying the TMDC about the details. Besides, he suggested the department implement the programme on a full scale to create a more convenient community for the elderly and disabled;
- (xii) A Member enquired whether the whole flashing green light duration or just the additional flashing green light time would be displayed on the countdown timer of the device. Besides, the Member requested the department to explain again how the device operated;
- (xiii) A Member supported the setting up of a trial point at Tai Hing Street and suggested the department assign staff to help the elderly and disabled to use the device. Besides, he requested the department to put up signs to inform motorists that the device had been installed at the road section concerned to extend the flashing green time; and
- (xiv) A Member said that in addition to pedestrians, there were many road users including private cars, buses, light rail vehicles, etc., and that there would be a serious impact on the overall traffic of Hong Kong if the device was installed on every road section. Besides, he suggested the TD install the countdown device on every pedestrian light and requested the department to consult with the district council members of the constituencies concerned before installing the above facility on individual road sections.

18. The Chairman believed that the majority of the public welcomed the device, but he opined that the facility should not be installed on busy road sections, or else vehicular traffic would be affected. Besides, he requested the department to consult with different stakeholders before extending the above programme in the future.

19. Mr Alan TAM of the TD gave a consolidated response as follows:

- (i) The installation height of the device was fit for use by wheelchair users;
- (ii) The TD would strike a balance between the needs of pedestrians and motorists and install the facility on road sections with commensurate vehicular traffic;
- (iii) The TD had selected nine road sections with different layouts, including relatively narrow junctions or T junctions, as trial points across Hong Kong. Besides, the department had invited a university to assist in assessment and would use questionnaires and videos to study how to improve the device. It would also assess impact on pedestrians' road crossing behaviours;
- (iv) The whole trial period would last for six months and the department would set the direction of the next phase based on the results of the site trial;
- (v) To ensure the signal system worked, the installation of the above device entailed the addition of several cables, which might in turn involve large-scale road opening works on some road sections; therefore the department had given preference to the nine locations that involved relatively simple works for the above site trial; and
- (vi) It was believed that this device would not cause a nuisance to nearby residents as its sound was not loud.

20. A Member once again requested the TD to explain how the device operated.

21. Mr Alan TAM of the TD said the existing nine-second pedestrian flashing green time at Tai Hing Street would be extended to 12 minutes after the device was activated by an elderly or disabled person, and accordingly, the flashing green light countdown device would start to count down from 12 seconds.

22. The Chairman thanked the TD for its detailed introduction and hoped the department would report on the progress in due course. TD

(B) Improve Existing Pedestrian Road Crossing Facilities at Siu Lun Street - Tuen Mun Siu Lun Government Complex
(TTC Paper No. 16/2018)

23. The Chairman welcomed Ms Susanna LEE, Senior Project Manager 336, Ms Wendy KWOK, Project Manager 341, and Mr LEE Kin-kau, Architect/213 of the Architectural Services Department (“ArchSD”); Ms Gladys LAW, Senior Executive Officer (Planning)² of the Leisure and Cultural Services Department (“LCSD”); and Mr Sam FUNG, Deputy Chief Technology Officer of AXON Consultancy, to the meeting.

24. Ms Gladys LAW the LCSD said that commenced in August 2015, the works for Tuen Mun Siu Lun Government Complex (“the complex”) were progressing on schedule and expected to be complete in the first quarter of 2019. As the complex would soon come into service, pedestrian and vehicular traffic in that area was expected to rise accordingly. In response to the proposal made by the Environment, Hygiene and District Development Committee of the TMDC in 2012 to provide road crossing facilities there, the ArchSD and the TD had explored improvements to the pedestrian crossing facilities there, which were detailed in paragraph 5 of the discussion paper for reference. She hoped Members would support the department’s proposal and offer ideas.

25. Ms Susanna LEE of the ArchSD said the existing pedestrian crossing located near the junction of Castle Peak Road - Castle Peak Bay and Siu Lun Street came with a non-signalised cautionary crossing and a safety island in the middle of the road. After a number of discussions between the department and the TD, it was proposed that signalised pedestrian crossing facilities be provided next to the pedestrian access of the complex’s main entrance on Siu Lun Street. The above proposal could address pedestrian safety, road users’ waiting time, motorists’ sight-line, and traffic conditions on Castle Peak Road - Castle Peak Bay. The department had consulted first the nearby secondary school and then the relevant department in the complex about the proposal. Both agreed with the proposal in principle.

26. A Member said some residents had told her that vehicles travelled along Siu Lun Street at very high speeds, so she believed the addition of traffic lights could protect pedestrians. Yet, she hoped the department could also address the vehicular traffic volume on Castle Peak Road by, for example, drawing the early attention of vehicles turning from Castle Peak Road into Siu Lun Street to the traffic lights ahead.

27. Ms Susanna LEE of the ArchSD responded that related road markings and

traffic signs, including “Slow”, “Reduce speed now”, “Children crossing road ahead” and “Traffic lights ahead”, would be put in place at a suitable distance back from the turn from Castle Peak Road - Castle Peak Bay to Siu Lun Street, serving to remind motorists to keep their speeds down and pay attention to the traffic lights and any children crossing the road ahead before turning into the Siu Lun Street; therefore, the motorists would have sufficient time to react.

28. Members made comments as follows :

- (i) A Member expressed support for the proposal and hoped the department would consult with the nearby school and residents as early as possible;
- (ii) A Member agreed that additional facilities be provided for the sake of pedestrian safety. Yet, she said the safety island at Siu Lun Street had been in use for many years and nearby residents used to use it to cross the road. She added that the location of the proposed additional road crossing facilities was not far away from the location where residents used to cross the road, so residents might not use the new zebra crossing. Therefore, she urged the department to consider keeping the safety island there. Furthermore, the Government proposed providing additional road crossing facilities on the expectation that pedestrian and vehicular traffic in the Siu Lun area would rise because of the completion of the complex, but no actual data were provided. She therefore requested the department to provide more information in this regard;
- (iii) A Member said that with blind spots, the safety island did not operate satisfactorily in general even though the relevant department had set up water-filled barriers in front of and behind the safety island for residents to observe and cross the road more easily. Besides, he asked the department (i) whether congestion on Castle Peak Road - Castle Peak Bay would be intensified after the addition of the above facilities; and (ii) whether private cars or taxis could pick up or set down passengers on Siu Lun Street after the completion of the complex; and
- (iv) A Member enquired whether the proposed traffic lights would be constantly red and turn green only when a pedestrian needed to cross the road.

29. The Chairman said that while the location for the proposed addition of road crossing facilities was ideal, the department should put up railings after the removal

of the safety island to prevent pedestrians from jaywalking at the original location of the safety island.

30. Mr Sam FUNG of AXON Consultancy said that after the removal of the triangular safety island, the department would put up railings on both sides of the Siu Lun Street junction to prevent pedestrians from jaywalking at the existing location of the safety island. Moreover, to avoid impact on vehicular traffic, the proposed traffic lights for drivers would be constantly green and turn red only when a pedestrian touched a sensor of the road crossing facilities.

31. A Member said the safety island had been in use for years but she had never received any complaints about it, so she believed that the pedestrian crossing conditions there were acceptable. Therefore, she requested the relevant departments to consult with the nearby housing estates before deciding whether to remove the safety island. In addition, she enquired about the distance between the proposed road crossing facilities and the safety island and, once again, requested the department to give an account of the assessments of the future pedestrian and vehicular traffic in the Siu Lun area.

32. The Chairman said the school near Siu Lun Street had expressed concern about the operation of the safety island from time to time. And he invited the Hong Kong Police Force (“HKPF”) to explain the traffic conditions there.

33. Mr Victor WONG of the HKPF said the above location was not a traffic black spot and the Police had not received any reports on accidents at the above location.

34. The Chairman said the Tuen Mun South East Area Committee had discussed the pedestrian crossing conditions there and opined that the operation of the safety island posed a danger to pedestrians. In view of this, he supported the addition of the road crossing facilities and, once again, requested the department to put up railings along Siu Lun Street to prevent jaywalking.

35. Members made the third round of comments as follows:

- (i) A Member said that with the completion of the complex, pedestrian and vehicular traffic in the Siu Lun area was expected to rise accordingly. Therefore, he supported the addition of the road crossing facilities;

- (ii) A Member requested the relevant departments to take residents' road crossing habits into consideration and review whether to keep the safety island;
- (iii) A Member suggested the TD provide the proposed zebra crossing at the existing safety island;
- (iv) A Member reiterated no objection to the addition of traffic lights. But in view of the department's proposal to remove the safety island that had been in use for years by residents and the fact that, as indicated by the Police, the location was not a traffic black spot, the Member reckoned the department should undertake a full consultation; and
- (v) A Member believed the traffic lights would better protect the safety of pedestrians.

36. Ms Susanna LEE of the ArchSD said the department had joined the TD to explore the feasibility of providing signalised pedestrian crossing facilities at different locations (including the location of the existing pedestrian crossing). If the traffic lights were provided at the location of the existing pedestrian crossing (i.e. near the junction of Castle Peak Road - Castle Peak Bay and Siu Lun Street), there would be an impact on traffic on Castle Peak Road - Castle Peak Bay and also on the coordination between a number of nearby junctions. Having taken into account pedestrian crossing demand, motorists' sight-line and the overall traffic conditions, the department proposed to provide the traffic lights at Siu Lun Street.

37. The Chairman said that given the close proximity between the zebra crossing at Hoi Wing Road and the safety island, it was not feasible to provide two pedestrian crossings within a short distance. Besides, in his view, the Government was not required to consult the TMDC on each of its minor traffic engineering works, and he hoped the Government would directly adopt the proposal that could best serve the safety of pedestrians. In addition, he enquired what the impact would be if the ArchSD did not remove the safety island.

38. Ms Susanna LEE of the ArchSD added that the proposed road crossing facilities were about 30 metres from the existing pedestrian crossing. The sight-line of various road users and the safe stopping distances for motorists had been taken into consideration in the siting of the traffic lights. She hoped Members

would support the addition of the road crossing facilities at the proposed location, striking a balance between the safety of road users and traffic conditions on Castle Peak Road.

39. The Chairman proposed a decision be taken by vote.

40. A Member considered it unnecessary to vote on this matter and requested the department to consider Members' views in depth.

41. The Chairman said it was necessary for the council to express its stance as the government department left it to the TTC to decide whether to implement the proposal.

42. A Member was dissatisfied with the department's claim that the safety island that had been used by residents for years was actually unsafe.

43. After a vote, the TTC approved the proposal as there were 10 votes for and 0 vote against it, with 12 abstentions. The Chairman therefore invited the relevant departments to commence the works as planned. ArchSD, LCSD and TD

44. A Member asked again whether the above proposal had been approved and whether the approval for the proposal had been confirmed by the Chairman.

45. A Member hoped that residents could know the viewpoints of different Members from the audio record of the meeting if the above works were met with strong opposition in the future.

(C) **Request for Provision of Mobile Applications on Arrival Time of Light Rail Trains and MTR Buses**

(TTC Paper No. 17/2018)

Request MTR to Install Seats at Platforms of Tuen Mun Station, to Install Display Panels at Exit Gates to Provide Information on Frequency of Light Rail Trains and Feeder Buses, and to Provide Mobile Applications on Arrival Time of Light Rail Trains and MTR Buses

(TTC Paper No. 25/2018)

46. As the above matters were related, the TTC agreed that they be discussed together.

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

48. A proposer of Paper No. 17/2018 said MTRCL had been using a mobile application to show the estimated arrival time of trains on Airport Express Line, Tung Chung Line, Tseung Kwan O Line and West Rail (“WR”) Line since as early as 2012, but MTRCL had not extended the service to Light Rail (“LR”) lines and MTR feeder buses as yet. In fact, the arrival time of buses and LR vehicles were often unstable due to actual road and passenger pick-up/drop-off conditions, so the estimated arrival time of buses and LR vehicles could not only allow residents to prepare to meet the schedule and thus reduce their waiting time, but also help passengers to decide whether to take other means of transport. KMB and Citybus had launched similar services one after the other, so it was hoped that MTRCL would accept the idea to provide better services for passengers.

49. A proposer of Paper No. 25/2018 requested MTRCL to increase the number of seats on platforms, put up display panels in the concourse of WR Tuen Mun Station to provide information on transfers to LR lines, and provide real-time estimations of the arrival time of feeder buses and LR vehicles.

50. Members made comments and enquiries as follows:

- (i) A Member expressed support for the proposals in the above papers and requested MTRCL to move with the times by providing real-time estimations of the arrival time of all its transport services;
- (ii) A Member believed that this technology was relatively well-developed as KMB and Citybus had launched similar services one after the other, so he requested MTRCL to implement the proposals as soon as possible. He also requested MTRCL to provide charging devices and Wi-Fi service on LR vehicles;
- (iii) A Member said the political party she belonged to had requested MTRCL to put up integrated information display panels at WR Siu Hong Station to facilitate transfers to LR lines and MTRCL had accepted the request. Therefore, she requested the installation of similar facilities at WR Tuen Mun Station; and

(iv) A Member said that in the previous year, he had assisted in handling a case of the Equal Opportunity Commission on a complaint about LR services, and at that time, MTRCL's representatives had promised to develop a visually impaired-friendly mobile application to help them to take LR vehicles. Therefore, he requested MTRCL to report on the progress.

51. Ms Annie LAM of the MTRCL gave a consolidated response as follows:

(i) MTRCL was studying the installation of a real-time information system to provide arrival time information at bus stops, and it would explore whether the technology concerned could be applied to a mobile application;

(ii) MTRCL had been making continuous improvements to LR facilities and ancillary support. Members' idea of providing charging devices and Wi-Fi service in compartments was noted and would be passed on to the relevant department for reference;

(iii) At WR Siu Hong and Tin Shui Wai Stations, there were a number of exits that connected with LR platforms, so MTRCL provided information on transfers to LR lines at the relevant exits accordingly; but at Tuen Mun Station, there was only one exit that connected with LR platforms, so MTRCL had no plan to provide the facility at Tuen Mun Station. Besides, when deciding whether to provide the information concerned, MTRCL would consider, among others, whether passengers had a genuine need to choose an exit and whether the information concerned would induce passengers to rush to catch vehicles;

(iv) In response to passenger needs, MTRCL would decide whether to provide more seats on platforms after taking such factors as passenger flow and safety into account, so the numbers of seats provided on platforms were not high. And MTRCL had provided additional seats on LR platforms earlier. The usage rate of seats on WR Line platforms stood at about 60% to 70%, and MTRCL would continue to monitor changes in the demand for seats; and

(v) The mobile application currently provided by MTRCL did not serve the needs of the visually-impaired for the time being. MTRCL noted Members' views and would relay them to the relevant department.

52. The Chairman would like MTRCL to consider Members' views.

MTRCL

(D) Request for Provision of Bus Services from Leung King and Tin King to Sheung Shui

(TTC Paper No. 18/2018)

(Written Response of TD)

53. The Chairman said the TD had given a written response before the meeting, and the Secretariat had sent the written response to Members on 14 March.

54. The first proposer of the paper said there was very strong demand for transport from Tuen Mun to Sheung Shui, but minibus Route No. 44 series, though offering the service concerned, failed to satisfy passenger demand. She had conducted a questionnaire survey on the minibus service concerned and learnt that residents in the San Wai area had to wait until the fourth or fifth arrival during morning peak hours, whereas residents in Leung King, Po Tin, Kin Sang and Siu Hong were even unable to board. Moreover, the demand for transport between Tuen Mun and Sheung Shui was expected to keep growing in the future, since most residents of the soon-to-be occupied Yan Tin Estate came from and worked in Sheung Shui. She therefore requested the department to consider launching bus services to Sheung Shui.

55. Members made comments as follows :

(i) A Member said services from Tuen Mun North West Area to Sheung Shui had always been in deficit, and there were only forward trips but no corresponding return trips in the special service operated by the minibus operator in response to the occupation of Yan Tin Estate. Therefore, she suggested the department launch bus services between Tuen Mun North West Area and Sheung Shui or New Territories East;

(ii) A Member said that before the current meeting, he had joined residents from Kin Sang Estate to hold a demonstration and petition requesting the TD to launch bus services between Kin Sang Estate and Sheung Shui. As the existing minibus Route No. 44 series was unable to satisfy passenger demand, residents in Kin Sang Estate found it hard to board a vehicle. Therefore, he urged the TD to request the minibus operator to purchase more vehicles and enhance the service frequency. Besides, he hoped franchised bus companies would launch the service concerned; and

(iii) A Member said most minibuses of Route No. 44 series were already full after calling at the first two stops and then they took the highway directly to run to Sheung Shui, leaving residents in Tuen Mun North West Area unable to board. While passengers might call the minibus terminus to book seats, the minibus company would reserve one or two seats only, and residents in Tuen Mun North West Area usually had to wait until the fourth or fifth arrival as a result, which was highly undesirable. In view of this, she agreed with the proposal of the paper, and suggested bus companies operate morning special departures on a trial basis and upgrade them into whole-day service gradually in accordance with actual patronage.

56. Ms Cammy TSE of the TD said the TD was aware of the strong demand for minibus Route No. 44A in Tuen Mun North West Area, so the department requested from time to time the minibus operator to pay attention to changes in patronage during morning peak hours and increase the service frequency; also, the service of minibus Route No. 44A special departures was available in Kin Sang Estate and San Wai. Besides, the operator concerned would gradually purchase modern 19-seater minibuses to boost carrying capacity. The TD would continue to monitor the service concerned.

57. The Chairman proposed the department launch a service that operated from Tai Lam to Sheung Shui via Castle Peak Road.

58. Mr Dennis LEE of KMB said KMB always paid attention to Tuen Mun residents' demand for transport to New Territories East, and it had proposed in the BRPP for the current year that special departures of Route No. 261X to Sheung Shui be provided and Route No. 263C to Tai Po be launched. KMB would actively explore the launch of services from Tuen Mun North West Area to North District with the TD.

59. Members made the second round of comments as follows:

(i) A Member said it had been proposed in the BRPP for the current year that Route No. 261 be extended to terminate at Fanling and KMB had admitted that there were not enough vehicles in the fleet of Route No. 261, so KMB had to provide more vehicles to operate the above route in response to the proposal. Besides, he called for the TD's overall review of the passenger demand for and the service level of minibus Route No. 44 series;

(ii) A Member said the existing transport services from Tuen Mun to North District were unable to meet demand in the district and there were even no public transport services to Sheung Shui at all in some areas of the district. In view of this, he suggested Route No. 261 depart from So Kwun Wat instead and run to Sheung Shui via Castle Peak Road; and

(iii) A Member said the service of minibus Route No. 44 series was very inadequate in terms of frequency, and passengers might not be able to board at Town Centre.

60. The Chairman said the demand for transport from Tuen Mun to Sheung Shui had already shrunk by a half since the commissioning of Shenzhen Bay Port. He urged the department to request the minibus operator to increase the service frequency and asked the department to consider Members' views.

61. A Member requested further discussion on this matter. Another Member suggested passing this matter to the Working Group on Tuen Mun External Traffic for follow up.

62. The Chairman concluded by asking the TD to make a report to the TTC in due course after studying the above views. TD

(E) Request KMB to Enhance Overnight Bus Services and to Operate Route N960

(TTC Paper No. 19/2018)

(Written Response of TD)

(Written Response of KMB)

63. The Chairman said KMB and the TD had given their respective written responses before the meeting, and the Secretariat had sent the written responses to Members on 8 and 14 March.

64. The first proposer of the paper said there were only two means of return transport from Hong Kong Island to Tuen Mun in the middle of the night: either taking minibus Route No. 49S or going to Mei Foo to take Route No. N260. Yet the above two routes served residents in multiple districts, so Tuen Mun residents could hardly get on board, but the routes were also highly circuitous. In fact, there were very few overnight transport services to urban districts in Tuen Mun despite its

population of more than 500 000. He therefore suggested the TD launch two overnight bus routes that provided services from Tuen Mun South East and North West Areas respectively to Causeway Bay.

65. Members made comments as follows:

- (i) A Member said Tuen Mun North West Area lacked overnight bus services to urban districts and suggested Route No. N960 be launched to operate via Yan Tin, Kin Sang, Po Tin, Leung King, Tin King, Tai Hing, Hung Kiu, Tuen Mun Road, Wan Chai and Causeway Bay;
- (ii) A Member said that though available on Hong Kong Island, the service of overnight bus Route No. N962 to Tuen Mun mainly served residents in the Sam Shing and Tuen Mun Pier areas, so he hoped stops of Route No. N960 would be provided in Tuen Mun North East Area; and
- (iii) A Member said it was very inconvenient to return from Hong Kong Island to Tuen Mun Town Centre or Tuen Mun North East by taking Route No. N962 or N969 and then a taxi in the midnight hours. The Member therefore requested the department to launch overnight bus services between Hong Kong Island and Tuen Mun North East.

66. Ms Cammy TSE of the TD said the service hours of Route No. 960 departing from Wan Chai North had been extended until 1:00 a.m. from 13 February this year to meet passenger demand. The TD noted Members' requests, but having considered the use of resources, the department had no plan to launch new overnight bus routes between Tuen Mun and Wan Chai or Causeway Bay. Despite this, the department would continue to monitor changes in the demand for overnight bus services and undertake reviews with the relevant operator in due course.

67. Mr Kelvin YEUNG of KMB said KMB had extended the service hours of return trips of Route No. 960 until 1:00 a.m. from 13 February this year, and a customer base for the additional service had been built. Moreover, KMB kept an open mind about the launch of a night route between Tuen Mun and Hong Kong Island, and it opined that the existing overnight Route No. N368 plying between Hong Kong Island and Yuen Long could be taken as reference for the route concerned, which in other words could depart from Hong Kong Island, run via Cross Harbour Tunnel and Tsim Sha Tsui East, and then head for Tuen Mun North West.

68. The first proposer of the paper said that given KMB's intention to launch a night bus route, he urged the TD to grant approval. In addition, he suggested the route serve the areas of Fu Tai, Lam Tei and Hung Shui Kiu.

69. Ms Cammy TSE of the TD said the department noted the views, and it would pay close attention to actual passenger demand and review the service arrangements with the operator in due course.

70. The first proposer of the paper suggested passing the matter to the Working Group on Tuen Mun External Traffic for follow up.

71. The Chairman saw no need to pass the matter to the working group for follow up and requested the TD to make a report to the TTC in due course after examining the proposal.

72. Members made the second round of comments as follows:

- (i) A Member opined that the Chairman should consult Members on how to follow up on this matter;
- (ii) A Member enquired why the Chairman did not further follow up on this matter; and
- (iii) A Member suggested allowing the TD and KMB a specific period of time for study and requested them to report on the results within a time limit.

73. The Chairman said the workload of the working group would be very heavy if every matter was passed to it for follow up. Moreover, he decided to pass the matter to the TD for study and requested the department to report on the results in due course.

TD

(F) Request Citybus to Implement Monthly Pass System

(TTC Paper No. 20/2018)

(Written Response of KMB)

74. The Chairman said Citybus had given a written response before the meeting, and the Secretariat had sent the written response to Members on 8 March.

75. Mr Brian LAM of Citybus said Citybus was actively exploring the introduction of similar fare concessions.

76. The first proposer of the paper said that while KMB had launched a monthly pass scheme, passengers were confused since the monthly pass might not be applied to some bus routes jointly operated by KMB and Citybus. Besides, he thanked Citybus for considering the proposal in the paper and hoped Citybus could introduce the concessions concerned as soon as possible.

77. The Chairman would like the TD to join Citybus to explore related arrangements. TD and Citybus

(G) Fitting of Effective Heat-insulating Films on Shelter of Tuen Mun Road Bus-bus Interchange

(TTC Paper No. 21/2018)

Request for Speedy Provision of Octopus Add-value Service at Tuen Mun Road Bus-bus Interchange

(TTC Paper No. 24/2018)

78. As the above matters were both related to facilities at the interchange, the TTC agreed that they be discussed together.

79. The Chairman welcomed Mr MAK Shiu-wai, District Engineer/Works Request Form (North West) of the HyD, to the meeting.

80. Mr WU Fan of the HyD said the HyD would check, repair and maintain the heat-insulating films at the interchange on a regular basis. Moreover, the department was planning to put up aluminum panels at the interchange (Kowloon-bound) on a trial basis, and it would also test their heat-insulating performance having regard to the balance between access to light and the cooling effect. The department expected to complete the installation and test in the first half of this year. The HyD would set the direction of implementation in the next phase based on the results of the test.

81. Members made comments and enquiries as follows:

(i) A Member suggested solar panels be fitted to the interchange for heat insulation and for conversion of heat into electricity to be used by the lighting system and fans at the interchange;

(ii) A Member enquired whether the aluminum panels were reflective;

(iii) A Member asked the HyD (i) about the frequency of checks on the heat-insulating films; (ii) at which part of the interchange the aluminum panels would be put up on a trial basis; (iii) why, given the high openness of the interchange, access to light had to be taken into account; and (iv) whether seasonal adjustments would be made to the standards used by the department to test the heat-insulating performance; and

(iv) A Member said that soon after the completion of the interchange, she had opposed using transparent materials to build its roof. Besides, she asked whether, in view of the sun's angle, the HyD would put up heat shields at some parts only; if yes, she would worry the heat shields would not be much help because most of the interchange was exposed to sunlight.

82. The Chairman invited the HyD to explain the heat-insulating performance of the aluminum panels.

83. Mr WU Fan of the HyD said aluminum was a relatively durable material; the department would test its heat-insulating performance and reflectiveness at different parts of the interchange and make a report after the test. Besides, the department would explore the feasibility of putting up solar panels.

84. The Chairman, who was also the first proposer of the paper, said that what the paper ultimately strived for was to reduce the temperature at the interchange. He took no view as to how the department achieved the objective.

85. A Member requested the HyD to explain the advantages of the aluminum panels.

86. Mr WU Fan of the HyD responded that not only was aluminum relatively light and thus easier to install, but aluminum materials were usually dull in colour, so they were non-reflective and able to block solar radiation.

87. A Member said the public often complained about the intense hot conditions at the interchange, so the HyD would take heat-insulating performance as the primary consideration when selecting materials.

88. A Member suggested the department conduct a test for solar panels at the same time for comparison with the aluminum panels.

89. Mr WU Fan of the HyD said the test to be conducted by the HyD was exactly aimed to assess the heat-insulating performance of the aluminum panels, and the test would examine their heat-insulating performance in different scenarios including a fully-covered roof, a semi-covered roof, a covered yet partially transparent roof and so forth. The department would examine in depth and report on their cooling performance. Furthermore, the HyD would conduct visual inspections on a biannual basis to check if there was any obvious wear and tear on the roof of the interchange, and it would also carry out thorough inspections of the structure of the interchange's roof on a biennial basis and take corresponding follow up action.

90. The Chairman said the interchange was used by more than 40 000 members of the public each day, so he would like the HyD to follow up on the work concerned as quickly as possible. Besides, he enquired whether KMB would provide more fans at the interchange.

HyD

91. A Member said the existing fans at the interchange did not oscillate and were therefore unable to lower temperature at the whole interchange.

92. Mr Kelvin YEUNG of KMB responded that KMB had installed a number of fans at the interchange in the previous year and it would activate the fans in accordance with actual weather conditions. Besides, KMB would examine the proposal to switch the fans to oscillation.

93. The Chairman said KMB had earlier applied to District Lands Office, Tuen Mun for the setting up of a customer service kiosk at the interchange. He would like District Lands Office, Tuen Mun to report on the progress.

94. Mr TAM Kwok-leung of District Lands Office, Tuen Mun said that at the end of the previous year, the office had issued KMB with a letter of preliminary approval for the application for the setting up of a customer service kiosk at the interchange (Tuen Mun-bound), and KMB had given a reply in early March this year. The office was estimating the rent and would issue a formal letter of approval after the relevant procedures were gone through. If KMB accepted the terms concerned, both parties would sign a short-term lease. As the above application had been made under a pilot scheme, the office would use the experience in dealing with the Tuen Mun-bound customer service kiosk for reference, in a bid

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to speed up the examination of the application for the setting up of the customer service kiosk at the interchange (Kowloon-bound).

95. Mr Kelvin YEUNG of KMB said KMB was waiting for District Lands Office, Tuen Mun to grant the short-term lease and, KMB expected that the customer service kiosk would be completed within four months if both parties accepted the terms. In addition, KMB had lodged the application for the setting up of the customer service kiosk at the interchange (Kowloon-bound) to District Lands Office, Tuen Mun in 2017, and the application was under examination.

96. The Chairman asked District Lands Office, Tuen Mun to handle the matter as quickly as possible. District
Lands Office,
Tuen Mun

(H) **Request for Regulating and Supervising Performance of Duties of Franchised Bus Operators to Protect Safety and Rights of Members of Public and Employees**

(TTC Paper No. 22/2018)

(Written Response of TD)

(Written Response of KMB)

Request KMB to Improve Problem of Lost Trips Resulted from Manpower Shortage

(TTC Paper No. 26/2018)

(Written Response of TD)

(Written Response of KMB)

97. As the above matters were related, the TTC agreed that they be discussed together.

98. The Chairman said KMB and the TD had given their respective written responses before the meeting, and the Secretariat had sent the written responses to Members on 8 and 14 March.

99. Mr Jeffrey CHEUNG of the TD said bus companies had to follow the Guidelines on Bus Captain Working Hours, Rest Times and Meal Breaks (“Guidelines”) in arranging the duty shifts of captains, and the department required all franchised bus companies to further strengthen their systems for internal monitoring of captains’ safe driving and service performance, which included organising and submitting on a regular basis to the TD the records of random checks

on operational data in black boxes and corresponding follow-ups, the records of on-board monitoring by plain-clothed staff and corresponding follow-ups, the records of captains' traffic offences and corresponding follow-ups, and the records of breath alcohol tests on captains. Furthermore, the TD had met with franchised bus companies and related labour unions for a number of times over the previous few months to actively discuss and explore in depth arrangements for enhancements to the Guidelines in force. The new arrangements concerned were expected to be put into effect in the middle of next year. On bus captain training, franchised bus companies were required to provide newly-recruited or serving captains with training that covered driving skills, incident management, customer service skills, emotional management and so forth. On the problem of lost trips, the overall lost trip rates of KMB had stood at 1% to 2% over the previous three years. Causes for lost trips were manifold and the department had requested bus companies to avoid as far as possible lost trips caused by factors within their control and to undertake timely reviews and improvements, while the department would also conduct regular on-site inspections for monitoring purposes.

100. The Chairman asked whether KMB would provide legal support for captains involved in traffic accidents.

101. Mr Kelvin YEUNG of KMB responded that the legal department of KMB would provide appropriate legal assistance for its staff when necessary.

102. A proposer of Paper No. 26/2018 said KMB had suspended all its part-time captains from duty in the immediate wake of the serious traffic accident in Tai Po in mid-February this year. While KMB had successively resumed the duties of some 90 part-time captains in recent days, the number of affected part-time captains was much higher than that, and Tuen Mun relied heavily on KMB's services. For these reasons, she had doubts about KMB's claim in its written response that the incident had little impact on Tuen Mun, and requested KMB to give a detailed account of the actual impact of the suspension of duties of part-time captains on Tuen Mun. Moreover, KMB currently required part-time captains to work at least 18 hours per week, but some part-time captains had a full-time job, so the requirement would add to the workload of part-time captains on one hand and possibly lead to an even higher wastage rate on the other hand, doing little to help ameliorate the problem of lost trips.

103. Members made comments and enquiries as follows:

- (i) A Member said captains driving excessively long hours every day could easily suffer from work fatigue, which could pose a looming threat to passenger safety. Moreover, he asked KMB (i) whether the suspension of duties of part-time captains was a transitional arrangement; and (ii) whether the above training arrangements were still appropriate amid the manpower shortage currently faced by KMB as opposed to previous times when newly-recruited or part-time captains had to undergo a long period of training before joining the service;
- (ii) A Member said Tuen Mun had seen two traffic accidents involving KMB many years before, in which (i) a bus had rammed into a bus stop next to LR Lung Mun Stop, claiming the life of a woman; and (ii) a passenger had fallen over and been injured on a bus. However, no compensation had been received from KMB in both accidents, so she requested KMB to explain its insurance coverage. She also requested KMB to account for the impact of the suspension of duties of part-time captains on Tuen Mun;
- (iii) A Member said the Safety and Service Quality Department had been formed by KMB in 2010 to oversee and assess how to maintain bus driving safety and service quality, but the above department had been dissolved a couple of years before. In view of this, he requested the TD to report on whether it had asked for KMB's explanation on the above matter and whether the above matter would have any impact on the overall bus services and safety. Besides, KMB had truncated the training time for captains from four weeks to 18 days, so he asked the TD whether the training hours were enough and whether regulation was in place in this regard. On the working hours of captains, many captains currently relied on long working hours, such as the special 14-hour-long shift, to keep a relatively decent income. To save captains from driving excessively long hours, he requested the TD and KMB to consider scrapping the special shift and put in place regulation on the maximum working hours for captains;
- (iv) A Member said some part-time captains were retired KMB staff members who were as professional as full-time drivers. She requested KMB to specify how many of the part-time captains had a full-time job and how many of them were retired KMB staff. She held the view that instead of taking an across-the-board approach, KMB should have sought to understand the backgrounds of individual part-time captains before suspending them

from duty; otherwise, there could be a serious impact on the overall operation of bus services. In addition, she enquired whether KMB could maintain the original frequency of bus services after suspending its part-time captains from duty; and

- (v) A Member said that while franchised bus companies were supposed to provide stable services for the general public of Hong Kong, it was not acceptable that after suspending its part-time captains from duty, KMB adopted a take-for-granted attitude in announcing that occasionally there were lost trips due to understaffing. In view of this, she requested the TD to step up supervision of franchised bus companies.

104. Mr Jeffrey CHEUNG of the TD gave a consolidated response as follows:

- (i) On driving safety, the matter of which department was assigned by KMB to oversee driving safety and service quality was within its internal administrative arrangements, but KMB had to meet the TD's requirements by, for example, submitting the records of checks on bus service safety and staff performance as well as the records of follow-ups to facilitate the TD's understanding of bus service situations. This was also a regular mechanism for the department's supervision of bus companies;
- (ii) On driving training for bus captains, all serving captains were holders of the public bus driving licence and had passed the department's examination. And in its captain recruitment, KMB would verify whether the applicants had any records of driving offences. The bus company had a disciplinary mechanism in place to deal with cases of captains committing driving offences while on duty;
- (iii) On bus captain working hours, currently the maximum duty hours of a bus captain should be no more than 14 and the maximum driving hours should be no more than 11. The department had recently reviewed the Guidelines with bus companies and the labour unions concerned. Under the new arrangements, the former would be reduced to no more than 12 whereas the latter would be reduced to no more than 10. The arrangements concerned were expected to be put into effect in the middle of next year; and
- (iv) On the problem of lost trips caused by understaffing, the department did not have the records of lost trips in the previous two months at the moment, but

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according to its records, the overall lost trip rates of KMB had been 1% to 2% over the previous three years. The department would continue to supervise bus companies to ensure stable services. Moreover, bus companies had long been facing the understaffing problem, so the department hoped to make effective use of resources and thus improve the overall bus services through rationalisation of bus routes, such as those with relatively low demand.

105. A proposer of Paper No. 26/2018 said the TD had never responded directly to her enquiries in the paper. She found it unacceptable for the department to respond by quoting KMB's overall lost trip rates over the previous three years notwithstanding that the Tai Po traffic accident had happened in the month before and KMB's suspension of duties of part-time captains was a recent step. Obviously, public transport services were much affected after KMB had suspended its part-time captains from duty. The department should proactively seek to get an actual picture of KMB's staffing situation and assess how to solve related problems. She urged the TD, the specific department responsible for supervision of franchised bus companies, to follow up on the matter actively.

106. A Member said it was expected that there would be certain impact on public transport services as KMB had suspended its part-time captains from duty and the TD would reduce the maximum working hours of captains of franchised buses. Therefore, he suggested passing this matter to the Working Group on Tuen Mun External Traffic for follow up.

107. A Member again requested the TD to step up supervision of bus companies and agreed that the matter be passed to the Working Group on Tuen Mun External Traffic for follow up.

108. The Chairman would like the TD to give a detailed written reply on the matter and agreed that the matter should be passed to the Working Group on Tuen Mun External Traffic for follow up.

TD and
Working
Group on
Tuen Mun
External
Traffic

109. Mr Kelvin YEUNG of KMB gave a consolidated response as follows:

- (i) On work guidelines, KMB always cared about driving safety, captains' health and staff welfare, and it would strictly observe the Guidelines issued by the TD. Since the Tai Po traffic accident, the TD had been keeping in

touch with the industry and other stakeholders, and KMB had actively cooperated with the department in reviewing the Guidelines. The TD would put the new Guidelines into effect in the middle of next year, and KMB would continue to strictly enforce the Guidelines;

- (ii) On the matter concerning part-time captains, while part-time and full-time captains were equally professional, KMB understood the public's doubts on part-time captains after the Tai Po traffic accident and had therefore suspended all its part-time captains from duty with a view to maintaining the public's confidence in KMB. Despite this, KMB was always proactive in supporting part-time captains by, for example, arranging to transfer some part-time captains to full-time positions. Furthermore, on 13 March this year, KMB had successively arranged for 48 part-time captains who served Tuen Mun, Yuen Long and Tin Shui Wai to resume their duties immediately, on condition that they had disclosed the nature and working hours of their full-time jobs and declared that their health conditions and full-time jobs were not in conflict with KMB. The vast majority of the part-time captains had made the declarations, while only a few of them still needed some time to handle declaration matters. Therefore, the suspension of duties of part-time captains had little impact on bus services in Tuen Mun. KMB would redeploy buses to make up for the shortfalls in the routes that involved captains who were not yet able to resume duty;
- (iii) Understaffing was a common problem faced by the whole transport industry. In view of this, KMB had introduced an enhanced remuneration plan on 1 March this year, under which KMB would spend an additional \$160 million per year to stabilise the incomes of captains. Also, KMB would discuss again pay increases for 2018 with captains in June this year;
- (iv) On the insurance matter, he had no information on individual traffic accidents at the moment. He would follow it up with the legal department and the Member concerned after the meeting; and
- (v) After the dissolution of the Safety and Service Quality Department, KMB had formed the Training and Service Quality Management Department, which oversaw safety and training and reviewed the overall services of captains.

110. A Member quoted a KMB press release in 2010 as saying that “KMB had set up the Safety and Service Quality Department in 2010 to review and analyse accident figures, identify key challenges for safe bus operations and implement initiatives to strengthen safety risk management”, but KMB had suddenly scrapped the department several years before and formed the new department. Therefore, he asked whether the new department performed the same duties. Moreover, as Chief Executive had appointed an independent committee to review franchised bus services, he enquired whether the TD would analyse the Tai Po traffic accident and examine how to request bus companies to step up internal monitoring. In addition, he once again requested the TD to comment whether it was appropriate for KMB to reduce the time for captain training from four weeks to 18 days.

111. Mr Jeffrey CHEUNG of the TD responded that no matter what internal administrative arrangements were in place, KMB had to submit different kinds of operational records as per the department’s requirements. Besides, Chief Executive had appointed a judge-led independent committee to undertake a full-scale review of the operation of franchised bus companies, and the TD would render full support to the work of the independent committee.

(L) Request for Provision of Whole-day Circular Bus Services for Tuen Mun Castle Peak Road
(TTC Paper No. 23/2018)

112. The Chairman, who was also the first proposer of the paper, said property projects along Castle Peak Road were completed one after another, but the TD had earlier adjusted the service of Route No. 962, leaving residents along Castle Peak Road with not enough public transport services to the interchange. Transport services to the interchange were in strong demand along Castle Peak Road, as evidenced by the fact that about 40% of passengers on Route 61M, which ran via Castle Peak Road, alighted at the interchange. Therefore, the Chairman suggested the department launch whole-day services operating from Castle Peak Road to the interchange.

113. Mr Mark MOK of the TD said that currently residents on Castle Peak Road might take Routes No. 52X, 53 and 61M to the interchange, and the patronage of the routes concerned was about 70% to 80% during morning peak hours. The department observed that many passengers on the above routes alighted at the interchange. It was believed that as whole-day services, Routes No. 52X, 53 and 61M could satisfy residents’ demand during non-peak hours, and the department

would explore with bus companies whether it was possible to launch short-distance services plying between Castle Peak Road and the interchange during peak hours. The department was aware of the increasingly great demand for transport on Castle Peak Road, so it had launched Routes No. 252X and 261B in the previous couple of years to meet new demand there, and the BRPP for the current year had proposed the launch of a bus service from So Kwun Wat to the interchange.

114. Mr Kelvin YEUNG of KMB said KMB would explore the feasibility of the proposal with the TD.

115. A Member said that while the population along Castle Peak Road had kept growing over the previous few years, the TD had not yet worked out long-term plans for public transport services in response to the overall population growth in the area but merely providing several additional special departures to cope with rising transport demand, which were expected to be unable to meet actual needs along Castle Peak Road.

116. The Chairman would like the TD to explore the launch of whole-day services plying between Castle Peak Road and the interchange. TD

VI. Reporting Items

(A) Reports by Working Groups - Progress Reports of Working Groups as at 28 February 2018

(TTC Paper No. 27/2018)

Working Group on Tuen Mun External Traffic

117. Members perused the paper.

118. A Member requested the TD to consider upgrading Route No. 62X to whole-day service for the convenience of residents.

119. A Member requested District Lands Office, Tuen Mun to report on the progress of the widening of platforms at LR Lam Tei Stop.

120. Mr TAM Kwok-leung of District Lands Office, Tuen Mun said the office had written to MTRCL in early March this year to remind it to gazette the works concerned as per the Kowloon-Canton Railway Corporation Ordinance, and a reply was awaited.

121. A Member requested the Secretariat to inform MTRCL about the above progress. Secretariat

122. Members had no further comments. The Chairman announced that the above working group report was endorsed.

Working Group on Traffic Problems within Tuen Mun District

123. Members perused the paper.

124. The Chairman welcomed Mr Jason LUI, Operation Officer of Tuen Mun Youths Association (“TMYA”); and Mr Gordon CHEUNG, Assistant Manager, Ms Florence LEE, Research Officer, and Mr Daniel TANG, Research Officer of the Hong Kong Sustainable Development Research Institute (“HKSDRI”), to the meeting. The Chairman then said the working group had joined TMYA to conduct the “Study on the Shortage of Parking Spaces and the Problem of Illegal Parking in Tuen Mun” earlier. The study was already complete and the consultant had made a report to the working group on 14 February this year. The working group had suggested inviting the consultant to attend the current meeting to make another report to Members, so that Members who had not joined the working group could know the details.

125. Mr Gordon CHEUNG, Assistant Manager of the HKSDRI, gave a PowerPoint presentation (Annex 1) to briefly introduce the results of the study to Members.

126. Members made comments as follows:

- (i) A Member said that with its focus on three locations, the study failed to give a real picture of illegal parking in Tuen Mun at large. Besides, the content of the report was not comprehensive enough since the consultant had interviewed only 215 drivers but had not sought opinions from pedestrians, residents or district councillors;
- (ii) A Member said the content and recommendations of the report, though acceptable, were not detailed enough and notes, for example, should be provided for some data;
- (iii) A Member said the TTC should discuss how to follow up on the recommendations made in the report; and

Action

(iv) A Member suggested the recommendations made in the report be further followed up by the Working Group on Traffic Problems within Tuen Mun District.

127. The Chairman said the report would be further followed up by the working group. Members had no comments, and the Chairman announced that the above working group report was endorsed.

Working
Group on
Traffic
Problems
within Tuen
Mun District

Working Group on Improvement to Footbridge Facilities in Tuen Mun District

128. Members perused the paper.

129. Members had no further comments. The Chairman announced that the above working group report was endorsed.

(B) Report by TD

(TTC Paper No. 29/2018)

130. Members perused the paper.

131. A Member said the contractor of residents' coaches for On Ting Estate would cease to operate the routes to Sha Tin and Tsim Sha Tsui; therefore on 23 February this year, she had requested the TD to keep the four residents' coach routes running from On Ting Estate to urban districts.

132. Mr Mark MOK of the TD said residents' coaches were non-franchised bus services negotiated directly between resident representatives and operators, and applications to the TD were required. The residents' coach routes for On Ting Estate had been operated for a very long time, and after learning about the operator's intention to pull out, TD had immediately checked if there were enough alternative public transport services in the area. The department would pay close attention to the situation and would contact with relevant stakeholders as soon as possible if there was any further news.

133. The Chairman said he had helped the residents to apply for the residents' coach routes for On Ting Estate many years before, and whether to continue the operation of the residents' coach routes was a business decision of the contractor.

134. A Member said that before the current meeting, a group had come to petition for the four residents' coach routes for On Ting Estate to be kept. He requested the TD to seek an understanding of the operator's current operation and render support as far as possible. Besides, he hoped that if other operators engaged in the operation in the future, the TD could render support as far as possible to minimise impact on residents.

135. Mr Mark MOK of the TD said while it was resident representatives who on their own engaged operators to operate residents' coaches, applications to the TD were required due to the nature of their operation, and the department would consider them based on transport policies and passenger demand. The residents' coach routes for On Ting Estate had a long history. Given the lack of public transport services from Tuen Mun to urban districts back then, the department had agreed to the launch of the service; whereas external transport in Tuen Mun had much improved today, with convenient transport to Sha Tin, Tsim Sha Tsui, Kwun Tong or Hong Kong Island available. Besides, an interchange was located on Tuen Mun Road for passengers to change vehicles conveniently. Despite this, the department understood that many passengers still needed to use the service of residents' coaches, so the department had asked the contractor the reasons for its withdrawal, and learnt that the person-in-charge of the contractor was in old age and thus wished to pull out. While respecting the contractor's decision, the department had checked immediately whether the existing alternative public transport services could satisfy passenger demand. And the contractor had informed the department that they would continue to operate two of the residents' coach routes. The department would keep in touch with the contractor and offer appropriate support.

VII. Any Other Business and Date of Next Meeting

136. There being no other business, the meeting was closed at 1:35 p.m. The next meeting would be held at 9:30 a.m. on 18 May 2018 (Friday).

Tuen Mun District Council Secretariat

Date: 9 April 2018

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