

Minutes of the 4th Meeting of
the Traffic and Transport Committee (2018-2019) of
the Tuen Mun District Council

Date: 18 May 2018 (Friday)

Time: 9:30 a.m.

Venue: Tuen Mun District Council (TMDC) Conference Room

| <u>Present</u> | | <u>Time of Arrival</u> | <u>Time of Departure</u> |
|-----------------------------------|--------------------|------------------------|--------------------------|
| Mr SO Shiu-shing (Chairman) | TMDC Member | 9:30 a.m. | End of meeting |
| Mr YIP Man-pan (Vice-chairman) | TMDC Member | 9:30 a.m. | End of meeting |
| Mr LEUNG Kin-man, BBS, MH, JP | TMDC Chairman | 9:30 a.m. | End of meeting |
| Mr LEE Hung-sham, Lothar, BBS, MH | TMDC Vice-chairman | 9:30 a.m. | End of meeting |
| Mr KWU Hon-keung | TMDC Member | 9:33 a.m. | 11:08 a.m. |
| Mr TO Sheck-yuen, MH | TMDC Member | 9:30 a.m. | End of meeting |
| Mr CHU Yiu-wah | TMDC Member | 9:30 a.m. | End of meeting |
| Ms KONG Fung-yi | TMDC Member | 9:30 a.m. | End of meeting |
| Mr NG Koon-hung | TMDC Member | 9:31 a.m. | 12:10 p.m. |
| Mr CHAN Yau-hoi, BBS, MH, JP | TMDC Member | 9:30 a.m. | End of meeting |
| Ms HO Hang-mui | TMDC Member | 9:30 a.m. | End of meeting |
| Ms WONG Lai-sheung, Catherine | TMDC Member | 9:33 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 | 9:30 a.m. | End of meeting |
| Mr CHAN Manwell, Leo | TMDC Member | 9:30 a.m. | End of meeting |
| Mr CHEUNG Hang-fai | TMDC Member | 9:30 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 | 9:30 a.m. | End of meeting |
| Ms SO Ka-man | TMDC Member | 9:30 a.m. | 12:32 p.m. |
| Mr MO Shing-fung | TMDC Member | 9:30 a.m. | End of meeting |
| Mr KAM Man-fung | TMDC Member | 10:31 a.m. | 12:16 p.m. |
| Mr YEUNG Chi-hang | TMDC Member | 9:30 a.m. | End of meeting |
| Mr YAN Siu-nam | TMDC Member | 9:30 a.m. | End of meeting |
| Mr TAM Chun-yin | TMDC Member | 9:30 a.m. | 12:21 p.m. |
| Mr CHAN Wai-ming | Co-opted Member | 9:30 a.m. | 1:01 p.m. |
| Mr CHAN Wui-hei, James | Co-opted Member | 9:30 a.m. | End of meeting |
| Mr IP Pak-wing | Co-opted Member | 9:30 a.m. | End of meeting |

Mr TSANG Tak-lung, Sam
(Secretary) Executive Officer (District Council) 2, Tuen Mun
District Office, Home Affairs Department

By Invitation

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

Mr LEUNG Wai-hung, Dannis Chief Transport Officer/Boundary, Transport Department

Ms CHOW Pui-sze, Alice Senior Transport Officer/Boundary 1, Transport Department

Mr LAM Kai-yuen, Ambrose Engineer/Infrastructure Projects, Transport Department

Mr LU Pei-yu Senior Engineer/1 (North), Civil Engineering and
Development Department

Mr YIU Chiu-chung Senior Engineer 2/Universal Accessibility,
Highways Department

Mr HUI Chi-hung Engineer 6/Universal Accessibility, Highways Department

Mr LAM Tze-ho, Addie Deputy Chief of Communications and Public Affairs
Department, The Kowloon Motor Bus Co (1933) Ltd

Mr Dennis LEE Manager, Planning and Development, The Kowloon Motor
Bus Co (1933) Ltd

Ms Annie LAM Assistant Public Relations Manager - External Affairs,
MTR Corporation Limited

Mr CHEUNG Kin-keung, Martin Deputy Managing Director, Mannings (Asia) Consultants
Limited

Mr LAM Wai-keung, Kenny Director - Engineering Division, Mannings (Asia) Consultants
Limited

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 WONG Yui-wai, Rex Engineer/Special Duties 2, Transport Department

Mr LAU Ka-kin, Marcus Engineer/Tuen Mun Central, Transport Department

Mr NG Ho-leung, Jacky Engineer/Tuen Mun North, Transport Department

Mr WU Fan District Engineer/Tuen Mun, Highways Department

Mr CHAN Yuen-heng, Jason Engineer/15 (West), Civil Engineering and Development
Department

Mr WONG Ho-mau, Victor District Operations Officer (Tuen Mun), Hong Kong
Police Force

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| Mr WONG Lap-pun | Station Sergeant, District Traffic Team (Tuen Mun), Hong Kong Police Force |
| Mr TAM Kwok-leung | Acting Administrative Assistant/Lands (District Lands Office, Tuen Mun), Lands Department |
| Mr Kelvin YEUNG | Assistant Operations Manager, 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 |
| Mr LEUNG Tsz-hong, Billy | Assistant District Officer (Tuen Mun)2, Home Affairs Department |

I. Opening Remarks

1. The Chairman welcomed all present to the 4th meeting of the Traffic and Transport Committee (“TTC”) (2018-2019).

2. The Chairman said Miss CHAN Hoi-ting, Gillian, Assistant District Officer (Tuen Mun)², and Ms CHAM Suet-ying, Cheryl, Engineer/15 (West) of the Civil Engineering and Development Department (“CEDD”), had been transferred to other posts. On behalf of the TTC, he welcomed their successors, Mr Billy LEUNG and Mr Jason CHAN, and thanked Miss Gillian CHAN and Ms Cheryl CHAM for their 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 3rd 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 this meeting would focus on discussing the proposed amendments to Route No. P960, so he hoped Members would, as far as possible, avoid talking about other proposed items in the Bus Route Planning Programme (“BRPP”).

7. Mr Jeffrey CHEUNG of the TD said that having engaged in the consultation on the BRPP in the previous four months and carefully considered, together with bus companies, the views of various stakeholders, the TD put forward the following revised proposals:

- (i) Amendments to the traffic routing of Route No. P960 were proposed, by which the route would be diverted via Morrison Hill Road and a stop would be added near South Pacific Hotel to provide Tuen Mun residents with convenient transport to commercial areas in Causeway Bay like Times Square. He added that there was no direct bus route from Tuen Mun to Morrison Hill Road at the moment and the South Pacific Hotel en route stop was where many passengers boarded and alighted from buses of cross harbour routes running via that area, so it was expected that there was a certain demand;
- (ii) It was proposed that two inbound and two outbound departures of Route No. 261X be operated during morning and afternoon peak hours each day;
- (iii) It was proposed that one inbound and one outbound departures of Route No. 263C be operated during the morning and afternoon peak hours on Monday to Friday (except public holidays);
- (iv) In response to the TMDC's views, the bus company would renumber Route No. M61 as 252 and launch the service concerned earlier in the second quarter to tie in with the community development in the So Kwun Wat Road area. The service would initially be operated using ordinary air-conditioned buses and the service frequency arrangements would be made based on actual situations until the delivery of mid-sized single-deck buses to Hong Kong, following which the originally proposed arrangements for the service would be put into effect;
- (v) The department would consider renumbering the special service of Route No. N260, lest passengers would confuse it with the regular service of Route No. N260; and
- (vi) The TD would give thorough consideration to the comments Members had made earlier about Routes No. 66X and 252B in deciding whether to put the proposals into practice.

8. Members made enquiries and comments as follows:
- (i) A Member said there were a number of private buildings and thus quite a large demand for Route No. P960 in the areas of Shan King, Tai Hing and Tai Hing Garden, so he had earlier requested that Route No. P960 run via Shek Pai Tau Road and its catchment area be extended to Causeway Bay, but Shek Pai Tau Road was still not covered in the route of the amended Route No. P960. Dissatisfied with this, he requested the TD to reconsider the proposal; otherwise, he would stand against the department's implementation of the service;
 - (ii) A Member said that at the special meeting held earlier, he had requested that all buses of Route No. P960 be centralised at Siu Hong for departure, but the current revised proposal was still the same as the original one under which buses would depart from Siu Hong in the first two hours and from Po Tin thereafter. Moreover, after the route amendments, Route No. P960 would run to places near Causeway Bay only, rather than to Causeway Bay directly. In view of this, he again requested the TD to consider having all Causeway Bay-bound services of Route No. P960 centralised at Siu Hong for departure and diverted via Shek Pai Tau Road;
 - (iii) A Member said Route No. P960 buses departing from Siu Hong and Po Tin would take almost the same route. He suggested Route No. P960 follow the routing of Route No. 960S, which departed from Fu Tai and ran via the areas of San Wai Tsai and Hoh Fok Tong, to benefit residents in Eldo Court and Hong Lai Garden. Besides, the seat-only Route No. P960 was similar to residents' coaches, but the fare on the former was much higher, so he requested the bus company to lower the fare on Route No. P960;
 - (iv) A Member said residents could certainly benefit from the launch of new bus routes, but apparently, the department did not fully adopt Members' ideas. In this regard, the Member said transport between Tuen Mun and Causeway Bay was in strong demand, as evidenced by the fact that many Tuen Mun residents had moved to live temporarily in the Causeway Bay area for work; therefore, the TD should reconsider diverting Route No. P960 via Shek Pai Tau Road and extending its catchment area to Causeway Bay to serve residents in the Tai Hing area;
 - (v) A Member requested that Route No. P960 run via Shan King Estate and the

catchment area of Route No. 961 be extended to Causeway Bay. Besides, the Member enquired whether the existing traffic routing of Route No. 66X would be maintained;

- (vi) A Member said he was dissatisfied because the TD had all along refused to accept the various suggestions he had made, such as the addition of one or two en route stops in the Tai Hing and Shan King sub-areas and the provision of some departures that called at these en route stops or departed directly from Tai Hing. Moreover, he believed that more journey time could be saved if Route No. P960 ran to Causeway Bay directly instead of taking the Canal Road bridge to the area close to Causeway Bay. He again requested the department to consider his suggestion and hoped the fare on Route No. P960 could be lowered by a quarter. Besides, he asked whether the route of outbound departures of Route No. 66X would remain unchanged;
- (vii) A Member said she had learnt from a news report that the TD and bus companies had cut the services of some bus routes in other districts without the consent of district councils. In her view, the TD had little respect for district councils. Moreover, she said that as most passengers headed for the convention and exhibition centre or Causeway Bay, the patronage of Route No. P960 was expected to be low if the route was destined for Wan Chai North, so she suggested its catchment area be extended to Moreton Terrace in Causeway Bay or Tin Hau. In addition, she requested the TD to increase the service frequency of Route No. 267X;
- (viii) A Member said that with the occupation of Yan Tin Estate, the external transport network of the estate needed to be strengthened. In response to a Member's suggestion that Route No. P960 depart from Siu Hong throughout the day instead, she pointed out that space was limited at the Siu Hong bus terminus and there were other public housing projects to be completed near Yan Tin Estate, so she suggested the TD and the bus company consider centralising the departures of Route No. P960 at Yan Tin Estate to bring convenience to residents in the estate and, in the long run, build bus termini at Yan Tin Estate and Hong Po Road to answer the ever-rising demand for vehicle transport. Besides, she requested the bus company to provide the service of advance booking for seats on Route No. P960 through a mobile application and offer the \$2 transport concession for

eligible elderly and disable people who travelled on Route No. P960;

- (ix) A Member said franchised bus companies and the TD should cater for the needs of all Tuen Mun residents equally without distinction. It would not be fair on other sub-areas, no matter whether the department finally decided that Route No. P960 should depart from Po Tin or from Siu Hong. He suggested the bus company consider breaking Route No. P960 into five bus routes to serve residents in Tuen Mun East, Tuen Mun South, Tuen Mun West, Tuen Mun North and Town Centre;
- (x) While welcoming the launch of Route No. P960 in Tuen Mun, a Member reckoned that residents' needs should be comprehensively catered for. The amended traffic routing of Route No. P960 would entail travelling on busy roads on Hong Kong Island, which might not be ideal. Currently a number of residents' coaches in Tuen Mun provided transport services to Causeway Bay, and the department might refer to their traffic routings, such as taking Gloucester Road to Victoria Park and Paterson Street after arriving at Hong Kong Island and then turning around and proceeding to the Wan Chai North terminus, which, from experience, was believed to be a more smooth routing compared to the amended routing proposed by the department;
- (xi) A Member requested that (a) the fare on Route No. P960 be adjusted downward; (b) buses of Route No. P960 be centralised at Siu Hong for departure as suggested; (c) the TD specify whether there was no suitable place in Causeway Bay or Tin Hau to house the terminus of Route No. P960; (d) the TD explain why no consideration was given to, for example, adding stops to the existing Route No. 960 in the areas of Tai Hing and Shan King; and (e) Route No. 263C be extended to terminate at Tai Po Industrial Estate. Moreover, he opined that Members had relayed the views of the local community to the TD, so he would like the department to consider his suggestions carefully. He believed that the department could hardly gain public acceptance if it finally refused to accept the suggestions;
- (xii) A Member noted that the amended routing merely covered the outskirts, rather than the core, of Causeway Bay. The selling point of Route No. P960 was that its journey time was 15 minutes shorter than that of Route No. 960, but it was believed that after the traffic routing amendments, Route No. P960 would have a longer journey time longer than Route No. 960.

Moreover, she had sought residents' views on the fare on Route No. P960 through a questionnaire and the results showed that the majority of residents hoped the fare could be lowered to below \$25; and

- (xiii) A Member said that while the amended routing was better than the previous one, it was the TMDC's unanimous hope that the route could reach Causeway Bay. She requested the bus company to launch Route No. P960 in the fourth quarter of 2018 as scheduled, and the TD to reconsider the TMDC's views and explore room for amendments, including a downward adjustment of the fare and the extension of the catchment area to Causeway Bay, before putting the service into operation. In addition, she hoped the TD would not withdraw the proposal on the grounds of its failure to accede to the TMDC's views.

9. The Chairman said most Members requested that the catchment area of Route No. P960 be extended to Causeway Bay and its fare be lowered. He hoped the TD and the bus company would consider the suggestions.

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

- (i) As a new service, Route No. P960 would only bring benefits to passengers but cause no harm to the existing passengers;
- (ii) Route No. P960 was a new service to be trialled, and it ran through relatively few locations and stops in Tuen Mun, so as to carry passengers to Hong Kong Island within the shortest possible time. If the service could be put into operation, the department and the bus company would observe its effectiveness. If it was well received, the department might consider extending the same kind of service to other communities;
- (iii) Compared with the original proposal, the Hong Kong Island catchment area of Route No. P960 in the revised proposal had been extended eastward close to commercial areas in Causeway Bay to bring convenience to more passengers;
- (iv) With its catchment area covering commercial areas in the east of Wan Chai, Route No. P960 would inevitably run through roads with relatively heavy vehicle traffic, but the extension of the catchment area would have no impact on the time for the journey between Tuen Mun and Central or Wan

Chai;

- (v) There was no suitable place in Causeway Bay to house the terminus of Route No. P960, and Morrison Hill Road was a location with relatively large passenger demand, so it was appropriate for the route to run via Morrison Hill Road and terminate at Wan Chai (North);
- (vi) The proposed fare on Route No. P960 was within the upper limit in the scale of fares, and the TD always encouraged bus companies to offer concessions to passengers in different ways; and
- (vii) The department had also consulted other districts on the revised proposal for Route No. P960, and it hoped the service concerned could be put into operation after the proposal was revised. If Route No. P960 could be put into operation, the department would review the service of the route and the demand and travel patterns of its passengers after its launch and, when necessary, might consider amendments to the service arrangements for the route.

11. Mr Addie LAM of the Kowloon Motor Bus Co (1933) Ltd said that in response to the Public Transport Strategy Study released by the Government in 2017, KMB would launch the new bus services like Route No. P960 to provide passengers with more choices of transport, and the public's opinions about the fare on the route were noted. Moreover, KMB kept an open mind about the extension of the catchment area of Route No. P960 to Causeway Bay. Having reviewed the relevant terminus arrangements in response to the comments made by the TMDC at its previous meeting, KMB believed there was enough space for buses of Route No. P960 to park at Tin Hau Bus Terminus.

12. The Chairman said Members hoped the service of Route No. P960 could be extended to Causeway Bay. He would like the TD to consider the suggestion.

13. A Member said he did not agree with the TD-proposed amendments to Route No. P960.

14. The Chairman said Members had already voiced their opinions on the route and should therefore leave it to the TD and the bus company to consider them carefully. He had no comment if Members opposed the launch of the service

concerned.

15. A Member said that while not opposing the launch of the service concerned, he requested the TD and the bus company to address the needs of Tuen Mun residents comprehensively.

[At this point, the Chairman left the conference room and the meeting was temporarily chaired by the Vice-chairman.]

16. Members made the second round of comments and enquiries as follows:

- (i) A Member said given that there was space available at Tin Hau Bus Terminus to house the terminus of Route No. P960, the TD should positively consider extending its catchment area to Causeway Bay and amending its route, and meanwhile the bus company should consider lowering its fare;
- (ii) A Member said he was not requesting that Route No. P960 serve the entire Tuen Mun. If Route No. P960 ran via Shek Pai Tau Road, its journey time would increase by five minutes only, but more than 100 000 people in the area could be provided with better transport services. If the department refused to accept the idea, he would not support the current proposal;
- (iii) A Member said it was the TMDC's unanimous hope that the service of Route No. P960 could be provided in Tuen Mun as soon as possible. As KMB shared the view that the extension of Route No. P960 to Causeway Bay was feasible, the TD should reconsider Members' suggestions. Besides, she requested the bus company to launch the service of Route No. P960 as scheduled and reiterated that she did not want to see the bus company withdrawing the proposal on the grounds of its failure to accede to Members' suggestions;
- (iv) A Member asked why the TD did not allow KMB to extend the service of Route No. P960 to Causeway Bay and how long the trial operation of Route No. P960 would last. Besides, the Member requested the TD to reconsider the addition of an en route stop of Route No. P960 at Shek Pai Tau Road and review it after observing the effectiveness of the trial operation;
- (v) A Member said public transport resources were too scarce to satisfy demand

in all areas and this was why the TTC had proposed the construction of Tuen Mun Road Bus-bus Interchange (“the interchange”) years back with a view to improving the external transport networks of various areas in Tuen Mun. The Government should address the transport needs of residents, and he opined that there were various disagreements between the TD and the franchised bus companies, so neither side could fully adopt the TMDC’s ideas;

- (vi) A Member requested that Route No. P960 follow the traffic routing of Route No. 960 and, again, enquired whether the original traffic routing of Route No. 66X would be maintained; and
 - (vii) A Member said bus services should serve residents in a comprehensive way and, if Route No. P960 was unable to serve the rural area of Tuen Mun, the TD should consider upgrading Route No. 960P to a whole-day service.
17. Mr Jeffrey CHEUNG of the TD gave a consolidated response as follows:
- (i) The TD noted the TTC’s views on the amendments to the traffic routing of Route No. 66X, and it was examining the proposal with the bus company and would inform Members about the finalised BRPP to be implemented;
 - (ii) Route No. P960 was one of the items in the BRPP for the current year and, in the middle of this year, the department had to come up with a conclusion on the BRPP and decide whether to implement the various items as planned;
 - (iii) The different views expressed by Members on the traffic routing of Route No. P960 in Tuen Mun and on Hong Kong Island were noted with understanding. As Route No. P960 was an express service, there would not be many catchment areas and stops in Tuen Mun. If the results of the trial operation was satisfactory, the department might consider providing the same kind of service in other communities in the future;
 - (iv) Tin Hau Bus Terminus was shared by several franchised bus companies and, though with only four platforms for buses, the terminus was already accommodating five bus routes that provided whole-day services and seven bus routes that provided part-time services; and
 - (v) The department understood Members hoping that bus services could meet

the demand of individual areas, but after all bus services needed concentrated passenger sources, so it was difficult to provide point-to-point through services for every area. For this reason, the TD encouraged passengers to make good use of interchange networks, and Route No. P960 would call at the interchange so that passengers could change there for Route No. P960; and

- (vi) The department and the bus company would carefully consider Members' ideas on the revised proposal for Route No. P960 and review their feasibility to decide whether to put them into practice.

18. The Vice-chairman reckoned that if the service of Route No. P960 was extended to Tin Hau, it would be necessary to revise the routing proposal. As diversified views on the routing arrangements were put forward at the meeting, he requested the TD to re-amend the traffic routing of Route No. P960 and suggested a special meeting be convened to specifically discuss the proposal.

[At this point, the Chairman returned to the conference room and resumed the chair of the meeting.]

19. The Chairman concluded by saying that this matter would be passed to the Working Group on Tuen Mun External Traffic for follow up.

V. Discussion Items

(A) Universal Accessibility Programme - Proposal on Lift Retrofitting Works to Footbridge Across Ming Kum Road near Yan Oi Tong Chan Wong Suk Fong Memory Secondary School (Structure No. NF196) (TTC Paper No. 31/2018)

20. The Chairman welcomed Mr YIU Chiu-Chung, Senior Engineer 2/Universal Accessibility, and Mr HUI Chi-hung, Engineer 6/Universal Accessibility, of the Highways Department ("HyD"), and also Mr Martin CHEUNG, Deputy Managing Director, and Mr Kenny LAM, Director - Engineering Division, of Mannings (Asia) Consultants Limited ("the consultant") to the meeting.

21. Mr YIU Chiu-Chung of the HyD said that on 13 January 2017, the HyD had invited the TTC to recommend three existing footbridges for inclusion in the next phase of the Universal Accessibility Programme, and the TTC had later selected the footbridge across Wu King Road near Siu Hei Court Shopping Centre (NF98), the

footbridge across Ming Kum Road near Yan Oi Tong Chan Wong Suk Fong Memory Secondary School (NF196), and the footbridge across Ming Kum Road near Po Tin Estate (NF342). The HyD was conducting feasibility studies on the lift retrofitting works to the above three footbridges and relatively mature results had been delivered in the study on NF196, so a report was made to the TTC first in order to gain Members' support.

22. Mr Kenny LAM of the consultant gave a PowerPoint presentation to briefly introduce the study results and works arrangements, which were detailed in Annex 1.

23. A Member expressed support for the works project for NF196 and hoped the HyD would commence the works as soon as possible. He said that as new housing estates and schools would be completed one after another near the footbridge, people flow there was expected to rise. Besides, he suggested the MTR Corporation Limited ("MTRCL") consider retrofitting Light Rail ("LR") Shek Pai Stop (northbound platform) with a ramp leading to the location of the proposed lift.

24. Another Member expressed support for the works project for NF196. Moreover, on 12 May 2017, the TTC had selected three footbridges for lift retrofitting and later, in September 2017, the HyD had engaged the consultant to launch a feasibility study. She enquired whether the HyD would start the other two work projects only after the works for NF196 were complete. She pointed out that as new housing estates were completed in the area where NF342 was situated, the population would rise gradually. She hoped the department would commence the works as soon as possible and requested the department to report on the progress of the works for NF342 and NF98.

25. Mr YIU Chiu-Chung of the HyD said the department had engaged the consultant to carry out the feasibility studies for the three works projects concurrently. The department was examining the details carefully in view of the many and complicated underground cables beneath pavements near NF98 and NF342, the possible impacts of the proposed works on the pavements and cycling tracks, and the diversified views of nearby residents on the works.

26. The Chairman requested the HyD to provide the schedules for the other two works projects.

27. Mr YIU Chiu-Chung of the HyD said the schedules for the works were not available for the time being, and the department would make reports to the TTC as soon as possible after the projects progressed to mature stages.

28. A Member asked the department when the works for NF342 would be commenced in view of the fact there was a population of almost 20 000 in the Kin Sang Estate area and a new housing estate would soon be completed in the vicinity of Goodrich Garden.

29. Mr Kenny LAM of the consultant said the company had put the underground investigation works for NF196 out to tender two months before, and a contractor had already been appointed to conduct the underground cable investigation works. The company had also put the underground cable investigation works for NF98 and NF342 out to tender on the previous day. Reports would be made to the TTC again after the relevant studies were complete. He stressed that while the company would concurrently drive progress on the three works projects selected by the TTC, the technical constraints faced by the three projects were different from each other.

30. A Member said the TTC had already selected three footbridges for the proposed lift retrofitting in May of the previous year, but it was only after one year that the detailed design and tender invitation had started. The Member therefore asked the HyD about the expected completion time for the above three works projects.

31. Mr YIU Chiu-Chung of the HyD said the consultant had put the underground investigation works for NF342 out to tender on the previous day. As there were quite a number of underground cables at the location concerned, the department and the consultant needed more details to design the works, and only after that could the works duration be estimated. Generally speaking, it took three to four years to retrofit a lift to a footbridge, and more time might be needed if there were more underground cables at the location for the proposed works.

32. A Member opined that the information reported by the HyD was not detailed enough, and urged the department to report on the information it knew at the current stage about the three works projects, such as the problems encountered and the solutions.

33. The Chairman suggested the HyD and the consultant contact the Member of the constituency concerned about the details of the works for NF196. He further said this agenda item was about the details of the lift retrofitting works to NF196, whereas the technical feasibility studies for NF98 and NF342 were yet to start. Therefore, he asked Members not to raise questions about the latter two works projects and requested the department to follow up on them as soon as possible.

34. A Member said the HyD's responses were very ambiguous and opined that it was impossible for the department to have not drawn up the works schedules. He asked whether the department expected to complete the projects within three years (i.e. by May 2020). In addition, he requested the HyD to make responses as he believed that his question did not deviate from the agenda item.

35. The Chairman said in response that the HyD had stated the time normally required for retrofitting a lift to a footbridge, and that the feasibility studies for the two other works projects were yet to be commenced, so he believed the department was unable to provide the concrete works schedules at the moment. Moreover, the current agenda item was about the works project for NF196, but not about the other two works projects, so it was not appropriate to discuss them under this item.

36. A Member again requested the HyD to commence the works for NF342 as soon as possible.

37. The Chairman again stressed that it was not appropriate to discuss any works project other than NF196 under this item.

38. A Member said the HyD was yet to commence the construction works one year after the TTC's approval for the proposed projects, and the department's representative said it took three to four years to retrofit a lift to a footbridge. But from his knowledge and experience, the time stated by the department was too long. Besides, he agreed that the HyD and the consultant should consult the relevant Members about the details of the lift retrofitting works.

39. The Chairman would like the HyD and the consultant to consider Members' views and to keep in contact with the relevant Members about the details of the lift retrofitting works.

(B) Local Public Transport Service Arrangements in Heung Yuen Wai Boundary Control Point
(TTC Paper No. 32/2018)

40. The Chairman welcomed Mr Dannis LEUNG, Chief Transport Officer/Boundary, Ms Alice CHOW, Senior Transport Officer/Boundary 1, and Mr Ambrose LAM, Engineer/Infrastructure Projects, of the Transport Department (“TD”), and Mr LU Pei-yu, Senior Engineer/1 (North) of the Civil Engineering and Development Department (“CEDD”), to the meeting.

41. Ms Alice CHOW of the TD briefly introduced the paper as follows:

(i) Heung Yuen Wai Boundary Control Point (“the new BCP”) under construction was situated on the east of the Shenzhen-Hong Kong border, between Man Kam To and Sha Tau Kok. After the commissioning of the new BCP, the public could travel to places such as the eastern part of Guangdong Province, Fujian Province and Jiangxi Province via Shenzhen Eastern Corridor. The CEDD was constructing the related link roads and two road tunnels, namely Lung Shan Tunnel and Cheung Shan Tunnel, to link up Fanling Highway and the new BCP. Motorists could take the above tunnels to the new BCP in the future to save a significant amount of journey time. The new BCP was expected to be effective in diverting cross-boundary people and traffic flow, helping to ease the burden on other busy boundary control points. The boundary control building of the new BCP would have a public transport interchange on its ground floor, and passenger pick-up/drop-off spaces for private cars and a public car park that provided more than 400 public parking spaces on its mezzanine floor. The new BCP would also come with a subway leading from Lin Ma Hang Road, through which the public could walk to the boundary control building directly for immigration clearance. The new BCP was the first road-based boundary crossing in Hong Kong with direct access facilities for both passengers and vehicles, and the Government expected the boundary crossing works to be completed in late 2018;

(ii) When planning public transport services, the TD took into account a basket of factors including the geographic location, transport service network and road network of the new BCP, new demand from passengers and so forth. To dovetail with the completion of the new BCP, the TD suggested launching three franchised bus routes, including a route to and from Sheung Shui Railway Station (via Fanling Railway Station), a route to and from Tai

Wai Railway Station (via Tai Po) and a route to and from Tuen Mun Railway Station (via Yuen Long Railway Station). The bus route departing from Sheung Shui would be a whole-day service for passengers in Sheung Shui and those who transferred from rail to the route for the new BCP. The other two routes, which would depart from Tai Wai and Tuen Mun, would provide services on Saturday, Sunday and holidays in the initial stage after the commissioning of the new BCP, serving passengers in New Territories East, those who transferred to rail for transport to Tai Wai Railway Station, and residents in New Territories North West;

- (iii) Minibus Route No. 59K currently operated from Sheung Shui Railway Station to Lin Ma Hang. The TD suggested launching the short-haul special Route No. 59K that operated from Sheung Shui Railway Station to the new BCP to further enhance transport services to and from the new BCP. The department would request the minibus operator to use additional vehicles to run the short-haul special route in order not to affect passengers using the service of the original Route No. 59K;
- (iv) The new BCP would allow urban taxis, New Territories taxis and non-franchised buses with A01, A02 and A08 endorsements to operate at the public transport interchange; and
- (v) The TD would start the relevant preparations in mid-2018 to ensure that corresponding transport services could be available to the public when the new BCP was commissioned. After the commissioning of the new BCP, the department would pay attention to the demand for the various routes and the public's travel patterns and take improvement measures when appropriate.

42. A Member expressed support for the TD's launch of the above bus routes and asked whether parking spaces for private cars would be provided in the boundary control building of the new BCP.

43. Ms Alice CHOW of the TD said the public car park on the mezzanine floor of the new BCP's boundary control building would provide more than 400 parking spaces.

44. A Member agreed with the TD's launch of the above bus routes and

enquired whether the TD-proposed short-haul special Minibus Route No. 59K would depart from the minibus terminus next to Sheung Shui Railway Station.

45. Mr Dannis LEUNG of the TD responded that the special Minibus Route No. 59K would depart from the minibus terminus next to Sheung Shui Railway Station, and Tuen Mun residents heading for the new BCP could take Minibus Route No. 44 series to change to the special Route No. 59K there.

46. The Chairman said residents along Castle Peak Road were not provided with any public transport services to the existing BCPs or the new BCP, so he suggested the bus route the department proposed to launch in Tuen Mun depart from Sam Shing instead, run via Chi Lok, Tuen Mun Heung Sze Wui Road and Yuen Long Railway Station, and then proceed to the new BCP.

47. A Member requested the relevant departments to arrange for the TTC to make a site visit to the new BCP.

48. Mr LU Pei-yu of the CEDD said the construction works for the new BCP were still in progress, so the department could only arrange the site visit later, and it would liaise with the Secretariat for the arrangements in due course.

49. Members made comments as follows:

- (i) A Member agreed with the TD that only one stop should be provided in Tuen Mun for the proposed bus route, so as to get a concentrated source of passengers. He said there were different needs in different areas in Tuen Mun, and the bus route would become highly circuitous if it had to operate via different places in the district;
- (ii) A Member suggested the bus route the department proposed to launch in Tuen Mun provide service from Monday to Sunday with a higher frequency; and
- (iii) A Member suggested that for the bus route proposed to depart from Tuen Mun, its departure place be changed to Tuen Mun North West such as the Leung King area.

50. The Chairman asked the TD to consider Members' views.

(C) **TD's Traffic and Transport Work Plan (2018-2019)**
(TTC Paper No. 33/2018)

51. Mr Mark MOK of the TD said the captioned paper served to briefly introduce the TD's work plan for the year, and the targets of the TD were: to continue to seek improvements to road networks and enhancement of traffic safety; to facilitate and promote sustainable transport development; to rationalise and enhance bus services in a bid to boost operational effectiveness and improve air quality, and to put intelligent transport systems into wider use and further strengthen and improve emergency management. He welcomed Members' ideas on the work plan.

52. Members made comments and enquiries as follows:

- (i) A Member said major roads in Tuen Mun, such as Tuen Mun Road, Wong Chu Road and Castle Peak Road - Castle Peak Bay, were often congested, seriously affecting residents who travelled to work and school. She therefore requested the TD to explore in depth how to ameliorate the situation. Moreover, the paper stated that in view of the difficulties faced by the minibus industry in recruiting drivers in recent years, the TD planned to relax the application requirements for commercial driving licences and proposed that the requirement on the number of years of holding a valid private car or light good vehicle driving licence be relaxed from three years or more to one year or more. While having no comment on this, she reckoned that as the department's supervision of minibus services in Tuen Mun was inadequate, the quality of the services of the contractors concerned was unsatisfactory; for example, minibus drivers failed to provide services on schedule and, as a result, the applications for minibus fare hikes were met with strong resentment among the public in recent days. Therefore, she believed that the department should explore improvement measures;
- (ii) While glad to see that the TD had increased the service frequency of Route No. 960P, a Member hoped that after the arrangements coming into effect for a while, consideration would be given to upgrading the route to a whole-day service operating from Monday to Sunday to serve transport demand in the Hung Shui Kiu and Lam Tei areas;
- (iii) A Member said that as rail services were not yet perfect, Tuen Mun residents still relied on buses and minibuses for transport, so she hoped the

TD could as far as possible cater for residents' needs when planning transport services;

- (iv) A Member said the TD had recently cut the service frequency of residents' coaches in the Tai Hing area. In fact, the point-to-point feeder services provided by residents' coaches were highly popular with Tuen Mun residents, and they took some of the burden from public transport services, so the Member hoped the department would handle the matter concerned carefully;
- (v) A Member opined that the TD's supervision of minibus services was ineffective as exemplified by the frequent lost trips of Minibus Route No. 40 and the route's failure to provide service on schedule. Even though members of the public had complained to the TD about this, the department often accepted the explanations by service contractors, such as drivers' sickness or vehicle breakdowns, easily. She enquired whether the TD would request service contractors to provide the relevant supporting documents like medical certificates or vehicle breakdown records for follow up. Furthermore, she suggested the department take the initiative to assign staff to inspect minibus services instead of taking follow-up action only after receipt of complaints. Besides, noting that the carrying capacity of minibuses had increased to 19 people, she worried that if the requirement for commercial driving licences was relaxed, the risk of accidents arising from drivers' inexperience would increase. Thus she had reservations about the proposal. In her view, the recruitment difficulty faced by the industry was attributed to poor remunerations, so the department should examine with the industry how to solve the problem at its root;
- (vi) A Member was satisfied with the department's work plan, and suggested the TD explore improvements to the traffic routing of Route No. 57M;
- (vii) A Member said minibus service contractors did not make available any mobile applications about the estimated arrival time of minibuses, and the services of some minibus routes, such as Routes No. 41 and 43C, were far from frequent, leaving many passengers having to wait a very long time for vehicles. Taking Route No. 41 as an example, some passengers had to wait 40 minutes or more for vehicles because its service was not frequent and the minibuses often skipped stops after they were full. Furthermore,

most minibus stops were not fit with shelters and passengers waiting for vehicles were exposed to the elements, but retrofitting of shelters was a commercial consideration of minibus service contractors. Given the current unfavourable business environment for minibus service contractors, it was anticipated that they could hardly retrofit shelters to minibus stops, so residents had to wait for vehicles in poor environments. In view of this, he suggested the TD assist minibus service contractors in improving their services through, for example, launching an estimated arrival time system, retrofitting shelters and considering the introduction of fixed minibus schedules. As regards residents' coaches, the seating layouts of some residents' coaches with two seats on the left side and three seats on the right side made the coaches very cramped, which could easily cause friction and embarrassment between passengers. He therefore asked whether the TD would impose any regulation on facilities in residents' coaches when approving the operation of routes;

- (viii) A Member said complaints were received from time to time about minibuses' unstable services, lost trips, failure to follow the established traffic routings and untidiness, showing that the department's supervision was inadequate. She suggested the department put a demerit point system in place, under which if passengers' complaints about minibuses were substantiated, the department should consider point reductions based on the severity of the complaints and introduce corresponding penalties. Besides, she requested the TD's regular reports on the lost trip rates of minibuses;

- (ix) A Member said she had once waited for Minibus Route No. 41 at Chi Lok for more than 40 minutes, and at that time there had been more than 10 waiting passengers but only two seats available upon the arrival of a minibus, showing that the area was very short of minibus services. Moreover, the minibus services provided by contractors had rough edges such as untidy cars, defective facilities in cars and poor attitudes of captains. The minibus industry had been facing recruitment difficulty for years, but the TD had not come up with any feasible solutions to this as yet. Besides, a large number of passengers waited for Route No. 59M or 59X at the bus stop outside LR Lung Mun Station at 9:00 a.m. every day. She asked the TD whether hours beyond 8:30 a.m. were not counted among peak hours and, therefore, the services of Route No. 59M or 59X were not frequent enough to meet residents' demand at 9:00 a.m.; and

- (x) A Member said both Hang Hau and Tuen Mun were outlying districts and minibus services in both districts were provided by the same contactor, but the service frequency of minibuses in the former district was so high that passengers almost did not need to wait for vehicles, whereas the situation in Tuen Mun was the other way round. Moreover, most Tuen Mun residents needed to go out for work and minibus services provided a lot of local employment opportunities, so theoretically, local residents could be attracted to work in the same district. In view of this, he suggested the TD explore how to improve the situation in Tuen Mun by reference to minibus services in Hang Hau. On railway planning, the Government and MTRCL were still trading views on the detailed plans for its West Rail south extension. He enquired when the TD would report to the council about the progress. On bus services, the Government had added seats and bus arrival time display panels to most bus stops in Hong Kong from 2012 to 2013. He asked the TD to report on the implementation of the plan in Tuen Mun.

53. Mr Mark MOK of the TD noted Members' views. As for residents' coaches (i.e. residents' services), which were services provided by contractors appointed by resident representatives on their own, applications with the TD were required and the TD would consider whether to approve their operation based on passenger demand and their impact on the existing public transport services. Currently the TD had no specific requirements on facilities in residents' coaches and resident representatives might negotiate the details of services with contractors themselves based on their needs.

54. Members made the second round of comments and enquiries as follows:

- (i) A Member said most of the minibus services in Tuen Mun were operated by the same contractor and there were a lot of problems, so he had earlier submitted a discussion paper requesting the TD to replace the contractor for Minibus Route No. 46. Yet, the TD was ineffective in supervision, with the contractor not being formally warned despite a number of complaints against it. He therefore suspected the department was harbouring the contractor. Furthermore, different Members had expressed dissatisfaction with minibus services in the district and requested amelioration, but the TD was still unconcerned. He requested the TD to look thoroughly into the situation and explain the whole investigation process;

- (ii) A Member said that some 60 to 80 people waited for Minibus Route No. 44A or 44B at San Wai from 7:30 a.m. to 8:30 a.m. every morning and, despite their frequency of every four to five minutes, the services of the routes fell short of demand, leaving some passengers having to wait more than half an hour for vehicles. According to her observation, while there were a total of 20 to 30 trips each morning, only a handful of them used 19-seater minibuses to provide services. Therefore, she enquired whether the TD had made it a compulsory requirement that the service contractors had to use 19-seaters to provide the services, and suggested the TD consider allowing the service contractors to use tourist coaches instead to provide special services, so as to answer passenger demand during morning peak hours; and
 - (iii) A Member said illegal parking was a serious problem in Tuen Mun and many large vehicles moved into public housing estates for parking, resulting in noise and security problems. Meanwhile, several pieces of land in Areas 16, 17 and 27 currently used as temporary car parks would be developed one after another, so the shortage of parking spaces in the district was expected to become worse, but the department's work plan offered no solution to this problem. Furthermore, while one of the targets of the TD was to put intelligent transport systems into wider use, MTRCL had so far neither launched any mobile application about the estimated arrival time of LR vehicles, nor made available any mobile application that helped to meet the needs of people with disabilities; therefore, he hoped the TD would actively study the techniques concerned with MTRCL. In addition, he opined that the performance of contractors for minibus service in Tuen Mun was far from satisfactory;
55. Mr Mark MOK of the TD gave a consolidated response as follows:
- (i) It was noted that some major road sections in Tuen Mun were often congested, and the views would be relayed to the relevant sections;
 - (ii) The TD took into account a basket of factors, including passenger demand, when planning transport services, and the views concerned would be relayed to the Bus and Railway Branch for follow up by its staff;
 - (iii) If resident representatives appointed a contractor to provide a residents'

coach service, they had to make an application to the TD and the department would process it in accordance with procedures. The department had not specifically requested contractors to reduce service frequency. Moreover, if a contractor for residents' coach service did not provide the service as per the service specifications by, for example, failing to pick up or drop off passengers at designated locations or failing to follow specified routings, the TD would take follow-up action and, where necessary, law enforcement action, and the service contractor might be subject to penalties such as suspension of licence. If the contractor was subject to penalties, the department would request the contractor to make arrangements to minimise impact on passengers;

- (iv) Minibuses in Tuen Mun, such as Minibus Routes No. 43 and 44, mainly travelled on intra-district routes, with some of them operating via relatively busy road sections like Tuen Mun Heung Sze Wui Road and Castle Peak Road, so their service frequency was more sensitive to road traffic conditions. When the department received passengers' comments, such as complaints about erratic service, it would take corresponding follow-up action and request the service contractors to give explanations. The TD would also arrange site investigation to get a real picture of their services. If any irregularities in their services, such as unstable services, lost trips or passengers being left behind, were spotted, the department would examine the causes and take follow-up action. Besides, the new model of 19-seater was gradually introduced for some minibus routes in Tuen Mun. The department would continue to encourage service contractors to further introduce 19-seater minibuses to stabilise the overall services;
- (v) Members' proposals to put in place a demerit point system or to make regular reports on the lost trip rates of minibuses would be passed on to the minibus policies branch for consideration. Moreover, there were only 16 or 19 seats on a minibus, so generally drivers still had to operate the vehicles to provide services even when the vehicles were full, and passengers' demand for minibuses varied from hour to hour. For these reasons, it was very difficult to introduce fixed schedules. Currently minibus service contractors provided services based mainly on schedules that specified the headway between trips, and these schedules were more flexible than fixed schedules because service contractors could increase frequency accordingly when passenger demand rose; and

(vi) The West Rail south extension was within the purview of the HyD, and he would relay the view to the HyD.

56. Mr WONG Lap-pun of the Hong Kong Police Force said the Police would continue to enforce the law at illegal parking black spots in the district and pay attention to the improvement measures in the TD's work plan.

57. A Member said the TD had just responded briefly to how complaints about minibus services were followed up, but given no clear account of how it supervised minibus service contractors.

58. A Member said the TD's mobile application "eTransport" advised passengers on how to choose means of transport, and it came with a page showing the arrival time of transport services, yet the page provided no information at all but merely directing users to KMB's mobile application for downloading. He suggested the TD collect data about the arrival time of various kinds of transport services such as bus, minibus, LR and MTR feeder bus, so that the public could view comprehensive data.

59. Mr Mark MOK of the TD responded that the TD had a mechanism in place to supervise minibus services. Generally speaking, a new minibus route would be allowed to operate for three years and be subject to a mid-term review, in which the department would examine the route's service not only by reference to the details of passenger complaints and the related figures but also through on-site inspections, and following which the contractor would be requested to take follow-up action and make improvements. In the mid-term review, the department would also take into account other factors, such as data on traffic accidents of the route concerned, vehicle inspection reports, and the legal compatibility of facilities in the vehicles, to evaluate the service of the route. Also, follow up action would be taken with the contractor after data collection. If the contractor's performance fell short of expectation, the department might consider shortening its term of operation or even cancelling its passenger service licence. The department noted Members' grave concern about lost trips of minibuses and drivers' attitudes, but the department had to understand clearly the reasons in each case, and such reasons as traffic accident or drivers' sick leave were unavoidable. The department would, when appropriate, explore with service contractors ways to minimise impact on passengers, such as deployment of vehicles for temporary service. On the mobile

application “eTransport”, the proposal concerned entailed technical studies and coordination with various public transport service companies. He would relay the views to his colleagues at the technology section for reference.

60. A Member requested the TD to report on the details and progress of the addition of seats and bus arrival time display panels to bus stops in Tuen Mun.

61. Mr Mark MOK of the TD said he would provide supplementary information after the meeting.

62. The Chairman asked the TD to consider Members’ views and make reports to the TTC in due course.

(D) Widening of Shelter of Lam Tei Bus Stop
(TTC Paper No. 34/2018)
(Written Response of TD)

63. The Chairman said KMB had provided a written response before the meeting and the Secretariat had sent the written response to Members on 16 May.

64. The first proposer of the paper said many passengers, including residents in Lam Tei Tsuen, Tuen Mun San Tsuen, To Yuen Wai, Botania Villa and The Sherwood, waited for vehicles at the Lam Tei bus stop (Kowloon bound) every morning. Therefore, he suggested KMB consider widening the shelter of the bus stop there.

65. Mr Kelvin YEUNG of KMB said the bus stop was called at by three KMB whole-day routes including Routes No. 53, 63X and 68A, by four routes providing services during morning peak hours including Routes No. 258A, 258P, 960P and 960X, and also by Route No. 261P during afternoon peak hours. The 1.5-metre width of the bus stop’s shelter had reached the upper limit for the width of an approved bus stop shelter, so KMB was unable to further widen the shelter, yet it would study the feasibility of further extending the shelter.

66. The proposer of the paper said he had no objection to KMB’s extension of the shelter, but he felt that the shelter measured less than 1.5 metres in width.

67. Mr Kelvin YEUNG of KMB responded that KMB would assign staff to measure the width of the shelter, explore whether it was possible to widen or extend

it and, if necessary, make an application to the TD.

68. The Chairman asked KMB to follow up on the matter directly with the TMDC Member of the constituency concerned.

**(E) Concerns over Road Safety at Shun Tat Street
(TTC Paper No. 35/2018)**

69. The first proposer of the paper said vehicles were sometimes illegally parked on Shun Tat Street, and a fatal traffic accident had happened there in March 2018, so he had requested the TD and the Police to make improvements. He said the TD had carried out road improvement works such as painting double yellow lines on Shun Tat Street, and the Police had stepped up efforts to combat illegal parking. In addition, he suggested the TD paint such road markings as “Slow” on Shun Tat Street and, in the long run, consider widening the pavement there to protect the safety of road users.

70. Mr Jacky NG of the TD responded that to protect pedestrian and traffic safety, the TD had joined the TMDC Member of the constituency concerned and the relevant village representative to make a site visit to Shun Tat Street on 24 April 2018 to explore improvements to the road design there. On short term measures, the TD had issued the HyD with works orders for improvement works to two pedestrian crossings near Regal Garden and 739Y Sun Fung Wai, which included putting up railings, painting double yellow lines and adding the “Slow” road marking. The works concerned had been complete in early May. On mid and long-term measures, the department would actively consider expanding the areas of double yellow lines to reduce the number of vehicles stopping on Shun Tat Street and thus provide a clearer view for motorists passing there. In the long run, the department would study the widening of the pavement there.

71. A Member said the third proposal in this paper was to “request frequent illegal parking”. She believed this was a typing mistake and presumed that the original meaning was “to request the Government to keep an eye on illegal parking there”. She agreed that cars were often parked illegally there, so she requested the TD and the Police to actively follow up on the problem.

72. The first proposer of the paper thanked the above Member for her reminder and suggested this matter be passed to the Working Group on Traffic Problems within Tuen Mun District for follow up.

73. The Chairman concluded by saying that this matter would be passed to the Working Group on Traffic Problems within Tuen Mun District for follow up.

(F) Improvement to Flooding Problem at Signalised Crossing at Tai Hing Street

(TTC Paper No. 36/2018)

74. The first proposer of the paper said flooding often occurred near the signalised crossing at 1 Tai Hing Street, but the HyD had said the improvement works would involve bus route diversions and affect LR services. He therefore asked the department about the progress of the works concerned.

75. Mr WU Fan of the HyD said the department had earlier made a site visit to the above location and learnt that water had accumulated at the crossing due to the nearby low-lying land. The department had asked the contractor to improve the road surface there, so as to drain off the accumulated water. As the works were carried out near an LR protection area, the contractor had applied for a works permit with MTRCL. After the completion of the works, the department would keep monitoring the water flow pattern there and would step up efforts to clear gullies there in its regular inspections in the future.

76. The Chairman concluded by saying that this matter would be passed to the Working Group on Traffic Problems within Tuen Mun District for follow up.

(G) Request for Introduction of Inter-Franchised Bus Company Monthly Passes

(TTC Paper No. 37/2018)

77. KMB and Citybus Limited (“Citybus”) had respectively provided written responses before the meeting, and the Secretariat had sent the written responses to Members on 10 May.

78. The first proposer of the paper said the interchange had been in operation for many years and passengers had long been hoping that bus companies would introduce inter-bus company monthly passes or inter-bus company interchange concessions, but so far only KMB had launched monthly passes at the requests of councils. Citybus had pointed out in its written response that the company would not consider the captioned proposal for the time being due to its financial position. In his view, it was not unreasonable for bus companies to think carefully in the light of their own operation situations, but the TD should strive for convenient, safe and

inexpensive transport services for residents from the public's perspective. In addition, he suggested the bus company refer to MTRCL's fare concessions and, for example, introduce different kinds of monthly passes.

79. Mr Kelvin YEUNG of KMB said the monthly pass introduced by KMB in March 2018 was applicable to a total of 400 routes across Hong Kong, including regular routes, racecourse routes, overnight routes, boundary control point routes and holiday special routes, and the KMB monthly pass was also applicable to cross-harbour routes jointly operated with other bus companies. Passengers could use the monthly pass to travel on any KMB routes and jointly-operated routes operated by KMB. In addition, the service schedules for jointly-operated bus routes were provided on KMB's website and KMB signs were posted at the front of all buses for easy identification by passengers.

80. Mr Brian LAM of Citybus said that as Citybus was facing financial difficulties and other operational uncertainties, only after it got through the situations could it explore the feasibility of introducing monthly passes or other forms of concessions. Therefore, Citybus had no plan to introduce monthly passes or inter-company monthly passes at the moment.

81. A Member said that in the long run, the TD should prompt franchised bus companies to launch inter-company monthly passes, so that passengers could take different bus routes easily.

82. Mr Jeffrey CHEUNG of the TD said franchised bus services and other public transport services were all provided by private operators based on commercial principles, and the Government's role was to encourage bus companies to lower fares and provide more fare concessions for passengers as far as possible having regard to their operation and social and economic conditions, provided that suitable and efficient services were ensured. Franchised bus companies had different route networks; the operation environment and financial position they faced were also different. Therefore, it should be up to bus companies themselves to decide whether to offer monthly passes or inter-company monthly passes. The TD would continue to encourage them to offer more fare concessions.

83. The Chairman asked the department concerned to consider Members' views.

(H) Request for Removing Weeds Growing Along LR Transit
(TTC Paper No. 38/2018)

84. The Chairman welcomed Ms Annie LAM, Assistant Public Relations Manager - External Affairs of MTRCL, to the meeting.

85. The first proposer of the paper said weeds grew along the LR Transit and therefore requested MTRCL to step up removal to prevent mosquito breeding and obstruction to captains' view. In addition, he asked about MTRCL's routine procedures for weed removal.

86. A Member said MTRCL cut weeds on LR tracks regularly but, as the rainy season was approaching, MTRCL should increase the frequency of removal.

87. Ms Annie LAM of MTRCL said that in addition to carrying out regular tree pruning and weed removal work to ensure LR operation safety and good environmental hygiene, MTRCL would adjust the frequency of weed removal in view of weather and seasonal conditions, with, for example, more frequent removal during the rainy season to prevent captains' view from being obscured. If LR operation safety was affected by weeds and trees in areas not managed by MTRCL, MTRCL would inform the relevant departments or organisations for their prompt follow up action. In critical situations, MTRCL would carry out removal itself in accordance with procedures.

88. A Member said there were a lot of weeds at the pedestrian crossing of LR Kin Sang Stop, which might obscure captains' and pedestrians' view. The Member requested MTRCL to take follow up action.

89. A Member said the rails between LR San Wai Stop and Shek Pai Stop were full of weeds and, despite more frequent weed removal by MTRCL, the weeds grew again soon afterwards and provided harbourages for rodents or snakes. Therefore, she suggested MTRCL consider paving the rail section with concrete or pebbles to eradicate weed growth.

90. The Chairman would like MTRCL to consider the suggestion and asked Members to contact MTRCL themselves when necessary.

**(L) Request MTR to Give an Account of Latest Fare Adjustment Measures
(TTC Paper No. 39/2018)**

91. The first proposer of the paper said MTRCL had earlier announced through a press release its fare hike under the fare adjustment mechanism that allowed upward or downward adjustments (“FAM”). Opining that the fare hike would put pressure on the public, she requested MTRCL to consider a fare freeze.

92. A Member said MTRCL raised fares almost every year except the previous year, so she considered the mechanism to be one that allowed only upward but no downward adjustments. She requested MTRCL to review the calculation method in the FAM.

93. Ms Annie LAM of MTRCL said the current FAM was an open, objective and transparent mechanism under which fare adjustments were pegged to economic conditions and wage levels. MTRCL had worked out the 3.14% fare adjustment for the current year based on the year-on-year rate of increase in the nominal wage index for the transport industry in the previous year announced by the Census and Statistics Department on 27 March 2018, with the inflation index for the current year and a further deduction of 0.6% factored in. MTRCL and the Government had advanced the review of the mechanism to 2017, and MTRCL had fully consulted with different stakeholders during the review. After that, MTRCL would launch an array of measures to benefit passengers, which included (a) a promise to make an additional 0.6% special deduction beyond the current FAM until the year 2022-23; (b) MTRCL’s funding allocation in accordance with the Service Performance Arrangement and the Profit Sharing Mechanism for fare rebates, by which passengers using Octopus could enjoy a 3% fare rebate per trip for at least six months; (c) the introduction of an interchange discount, by which starting from the second quarter of 2018, passengers using Octopus could enjoy a \$0.3 discount on transfers to 500 Green Minibus routes; therefore in practice, the travel expenses of passengers using Octopus would not increase in 2018. Moreover, each year MTRCL continued to provide regular travel concessions for different passenger groups including children, students, elderly people, eligible disabled people and so forth, with more than \$2.6 billion worth of regular fare concessions offered to passengers in 2017. She added that fare revenues were after all a major source of income to MTRCL, and the MTR had been in service for almost 40 years and its expenses on maintenance and asset upgrades kept rising; for example, more than \$8 billion had been spent in 2017 on service enhancements including (a) an investment of \$3.3 billion in the upgrade of signalling systems; (b)

an investment of more than \$700 million in the purchase of 40 LR vehicles, among which 10 LR vehicles would be used for fleet expansion; (c) the renovation of trains on urban lines; and (d) the replacement of the cooling devices of air-conditioners in stations.

94. The first proposer of the paper said fare hikes were unwanted by the public despite the various concessions and fare rebates offered by MTRCL. She therefore hoped MTRCL would continue to offer different fare concessions and consider a fare freeze for the current year.

95. A Member said the rates of MTRCL's fare hikes far exceeded the growth rates of the public's wages, but its fare hikes were not accompanied by service upgrades. While the populations of Tuen Mun, Yuen Long and Tin Shui Wai kept growing, the services of LR Routes No. 505, 507, 614, 615 and so forth were inadequate; however, MTRCL failed to improve the services and the mere 10 LR vehicles to be added in the future were far from enough. She opined that while enjoying huge profits every year and a sound financial position, MTRCL ought to be socially responsible and upgrade its services. Therefore, she requested MTRCL to consider a fare freeze for the current year.

96. The Chairman would like MTRCL to consider a fare freeze for the current year.

(M) Request for Widening Platforms of Tin King LR Station
(TTC Paper No. 40/2018)

97. The first proposer of the paper said LR stops in Tuen Mun North West had a patronage of nearly 30 000 people, but the size of LR Tin King Stop was not large and two new housing estates would be completed near Kin Sang Estate, so people flow at LR Tin King Stop was expected to further increase. Therefore, he suggested MTRCL widen the stop's platforms.

98. A Member agreed that LR Tin King Stop needed to be widened and noted that there was some MTRCL-owned idle land near the stop. The Member therefore requested MTRCL to consider the suggestion.

99. Ms Annie LAM of MTRCL said MTRCL would pay attention to the patronage of all platforms and community development, and it would also improve passenger flow through various measures such as assigning platform assistants to

the platforms of relatively busy stops like Tuen Mun and Siu Hong Stops to help maintain order. There was still ample space for passengers to wait for vehicles at the three platforms of Tin King Stop during morning peak hours, and MTRCL would pay close attention to their patronage and take improvement measures when appropriate.

100. A Member said two new housing estates would be completed near the stop, which was already very crowded for waiting passengers, so MTRCL should not wait and consider the widening only after the platforms became inadequate. The Member therefore hoped MTRCL would reconsider the captioned suggestion.

101. The Chairman would like MTRCL to consider the above suggestion.

(N) **Request for Reviewing Ratio of Parking Spaces for Private Vehicles Set Out in Hong Kong Planning Standards and Guidelines**
(TTC Paper No. 41/2018)

102. The Chairman said the Planning Department and the TD had provided written responses before the meeting, and the Secretariat had sent the written responses to Members on 10 and 16 May respectively.

103. The first proposer of the paper said parking spaces in Hong Kong were supplied by car parks in private buildings and, according to the Hong Kong Planning Standards and Guidelines (“HKPSG”), developers should provide one private car parking space for every six to nine units; however, developers usually just provided parking spaces in quantities that were barely enough to meet the statutory requirements, with a view to avoiding a shrinkage of the areas available for building construction. Meanwhile, the number of vehicles in Hong Kong had climbed by 46% in recent years as opposed to the mere 9% growth in the number of parking spaces over the same period, hence the problem of rampant illegal parking. She therefore hoped the relevant departments would boost the HKPSG ratio of residential units to parking spaces and suggested the Government build multi-storey public car parks.

104. A Member agreed that when constructing community services buildings, the Government should make good use of space to provide not only social services but also public parking spaces. Moreover, when developing private building projects, developers were required to provide certain numbers of parking spaces as per the conditions endorsed by the Government, so councils should not request developers

to provide more or fewer parking spaces regardless of the Government's requirements. Besides, he agreed that the Government should build public car parks in Tuen Mun.

105. The Chairman suggested the relevant departments build a multi-storey car park near Sam Shing Estate and asked the relevant departments to consider the above views.

(O) Implement Construction Works of Lifts or Escalators at Castle Peak Road Footbridge (Sam Shing) As Soon As Possible
(TTC Paper No. 42/2018)

106. The Chairman, who was also the first proposer of the paper, said the HyD had provided a written response before the meeting and the Secretariat had sent the written response to Members on 10 May. He further said that on 13 September 2013, the TTC had given consent for the HyD to retrofit lifts to the footbridge across Castle Peak Road near Sam Shing Estate and, due to a judicial review case about the widening works to Castle Peak Road, the works originally scheduled to be commenced in 2016 could not be carried out. The Chairman held the view that retrofitting barrier-free facilities was a matter concerning people's lives, so the authority should carry out the works as soon as possible to answer the years-long demand of residents.

VI. Reporting Items

(A) Reports by Working Groups - Progress Reports of Working Groups as at 30 April 2018
(TTC Paper No. 43/2018)

Working Group on Tuen Mun External Traffic

107. Members perused the paper.

108. A Member said that as some residents' coach services from Tuen Mun South East to Lam Tin had ceased to operate, residents in On Ting Estate and Siu Lun Court had switched to Route No. 62X for transport to the Kowloon East area, resulting in a supply shortage of the service concerned. The Member therefore requested the TD to upgrade Route No. 62X to a whole-day service.

109. Mr Mark MOK of the TD said the department always paid attention to transport demand during morning peak hours and had increased the service frequency of Route No. 62X. The department would closely monitor the level of

the service concerned.

110. A Member said that despite the enhanced service frequency, Route No. 62X was still unable to meet transport demand in that area. The Member again requested the TD to upgrade Route No. 62X to a whole-day service.

111. The Chairman would like the TD and the bus company to examine the suggestion concerned. Members had no further comments, and the Chairman announced that the above working group report was endorsed.

Working Group on Traffic Problems within Tuen Mun District

112. Members perused the paper.

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

Working Group on Improvement to Footbridge Facilities in Tuen Mun District

114. Members perused the paper.

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

(B) Report by TD

(TTC Paper No. 44/2018)

116. Members perused the paper.

VII. Any Other Business and Date of Next Meeting

117. A Member said she had learnt from a news report that KMB had fitted some buses with infrared sensors to display the number of seats on the upper decks. She hoped KMB could inform councillors as soon as possible if it launched various improvement measures in the future.

118. The Chairman would like KMB to make reports to the TTC when appropriate.

119. Mr Kelvin YEUNG of KMB said the equipment was still undergoing tests and KMB would report to Members about the details later.

Action

120. There being no other business, the meeting was closed at 1:03 p.m. The next meeting would be held at 9:30 a.m. on 6 July 2018 (Friday).

Tuen Mun District Council Secretariat

Date: 8 June 2018

File Ref: HAD TMDC/13/25/TTC/18