

Minutes of the 6<sup>th</sup> Meeting of  
the Traffic and Transport Committee (2016-2017) of  
the Tuen Mun District Council

Date : 18 November 2016 (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	9:38 a.m.	End of meeting
Mr YIP Man-pan (Vice-chairman)	TMDC Member	9:30 a.m.	End of meeting
Mr LEE Hung-sham, Lothar, MH	TMDC Vice-chairman	9:37 a.m.	2:08 p.m.
Mr KWU Hon-keung	TMDC Member	9:33 a.m.	11:31 a.m.
Mr CHU Yiu-wah	TMDC Member	9:48 a.m.	1:27 p.m.
Ms KONG Fung-yi	TMDC Member	9:30 a.m.	End of meeting
Mr NG Koon-hung	TMDC Member	9:34 a.m.	End of meeting
Mr CHAN Yau-hoi, BBS, MH, JP	TMDC Member	9:30 a.m.	11:31 a.m.
Ms WONG Lai-sheung, Catherine	TMDC Member	9:30 a.m.	End of meeting
Ms HO Hang-mui	TMDC Member	9:39 a.m.	End of meeting
Mr LAM Chung-hoi	TMDC Member	9:32 a.m.	End of meeting
Mr TSUI Fan, MH	TMDC Member	9:30 a.m.	10:38 a.m.
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	10:15 a.m.	11:09 a.m.
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.	12:59 p.m.
Mr MO Shing-fung	TMDC Member	10:21 a.m.	End of meeting
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 NG Kwai-wah	Co-opted Member	9:36 a.m.	12:05 p.m.
Mr IP Chun-yuen	Co-opted Member	9:30 a.m.	12:11 p.m.
Mr LAI Yu-lok	Co-opted Member	9:30 a.m.	1:05 p.m.
Miss NGAI Tsz-yan, Tina (Secretary)	Executive Officer (District Council) 2, Tuen Mun District Office, Home Affairs Department		
Mr TSANG Tak-lung, Sam (Secretary Designate)	Executive Officer (District Council) 2 (Designate), Tuen Mun District Office, Home Affairs Department		

By Invitation

Mr WONG Yuk-ki, Mark	Transport Officer/Tuen Mun 1, Transport Department
Mr WONG Pui-chung, William	Senior Transport Officer/Boundary/Projects, Transport Department
Ms Annie LAM	Assistant Public Relations Manager – External Affairs, MTR Corporation Limited
Mr Steven WAN	Manager, Traffic Operations, The Kowloon Motor Bus Company (1933) Ltd
Mr Addie LAM	Manager, Planning & Development, The Kowloon Motor Bus Company (1933) Ltd
Mr Dennis LEE	Manager, Planning & Development, The Kowloon Motor Bus Company (1933) Ltd
Mr LAW Yiu-wah	Planning and Support Officer I (Administration and Planning), Long Win Bus Company Limited

In Attendance

Mr MOK Ka-sing, Mark	Senior Transport Officer/Tuen Mun, Transport Department
Ms CHING Hoi-ying	Engineer/Housing & Planning/New Territories West, Transport Department
Mr LAU Ka-kin, Marcus	Engineer/Tuen Mun Central, Transport Department
Ms CHAM Suet-ying, Cheryl	Engineer/15 (New Territories West), Civil Engineering and Development Department
Mr. MOK Hing-cheung	Administrative Assistant/Lands (District Lands Office, Tuen Mun)
Mr LIU Hing-wah	District Engineer/Tuen Mun, Highways Department
Mr CHAN Yeung-chuen	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 Kelvin YEUNG	Senior Operations Officer, The Kowloon Motor Bus Company (1933) Ltd
Mr KUNG Syu-yan	Operations Manager (Department Two), Citybus Limited
Mr POON Chun-kong	Assistant Manager (Traffic Operations), Long Win Bus Company Limited
Miss CHAN Hoi-ting, Gillian	Assistant District Officer (Tuen Mun)2, Home Affairs Department

Absent with Apologies

Mr TO Sheck-yuen, MH	TMDC Member
Mr KAM Man-fung	TMDC Member
Mr TAM Chun-yin	TMDC Member

**I. Opening Remarks**

1. The Chairman welcomed all to the 6<sup>th</sup> meeting of the Traffic and Transport Committee (“TTC”) 2016-2017.
2. The Chairman said Ms. NGAI Tsz-yan, Tina, would be transferred. On behalf of the TTC, he welcomed Mr. TSANG Tak-lung, Sam, who took over her.
3. The Chairman reminded Members that any Member who was aware of a personal interest in a discussion item should declare the interest before the discussion. The Chairman would, in accordance with Order 39(12) of the Standing Orders, decide whether the Member who had declared the interest might speak or vote on the matter, might remain in the meeting as an observer, or should withdraw from the meeting. All cases of declaration of interests would be recorded in the minutes of the meeting.

**II. Absence from Meeting**

4. The Secretariat reported that an application for leave of absence had been received from Mr. KAM Man-fung for being unwell.

[Post-meeting note: Mr. KAM had submitted a medical certificate after the meeting under Order 42(1) of the Standing Orders so this absence was approved by the TTC]

**III. Confirmation of Minutes of the 5th Meeting Held on 23 September 2016**

5. The above minutes were endorsed.

**IV. Matters Arising**

- (A) **Expedient Planning of Development of the Road, Traffic and Transportation Network between Tuen Mun and Tung Chung, the Airport, Macao and Zhuhai via Chek Lap Kok Link**  
(Paragraphs 6 -13 of the Minutes of the 4<sup>th</sup> Meeting, and Paragraphs 6 - 14 of the Minutes of the 5<sup>th</sup> Meeting of the TTC)

6. The Chairman said this issue had been discussed in the 5th meeting on 23 September 2016 and it was agreed that this meeting would continue the discussion about the matter. Besides, the TTC resolved that a letter would be written to the Commissioner for Transport asking the Commissioner to send an officer in charge of the project concerned to provide explanations on all the information concerned and traffic arrangement of the project. The Transport Department had submitted a written reply before this meeting. The Secretariat distributed the written reply concerned to Members on 16 November 2016.

7. The Chairman welcomed Mr. WONG Pui-chung, William, Senior Transport Officer/Boundary/Projects to the meeting.

8. Mr. WONG of the Transport Department said the local public traffic arrangements between Tuen Mun and Chek Lap Kok Link and Hong Kong-Zhuhai-Macao Bridge Hong Kong Boundary Crossing Facilities were set out in the department's written reply. Members were welcome to make enquiries and offered their views.

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

- (i) The Transport Department's reply was not comprehensive. There was no information of the route of the new franchised bus. The department should provide an in-depth description of the public transport service after the Tuen Mun - Chek Lap Kok Link and Hong Kong-Zhuhai-Macao Bridge went into operation. Besides, she said the District Council ("DC") had criticised the poor bus service between Tuen Mun and the airport for many years. The Transport Department was requested to put the airport bus service out to tender as soon as possible;
- (ii) It was suggested that it should be discussed together with the discussion item Request for Provision of Bus Route Running between Tuen Mun Pier and Airport;
- (iii) The Transport Department's reply was disappointing. He said the population in the vicinity of the Tuen Mun Pier had exceeded 100,000. It was suggested that the airport bus service should be extended to that area. Besides, the department's reply said the Route A airport bus would be diverted in the future. It would travel between the Traffic Interchange of the Hong Kong Boundary Crossing Facilities and the North Lantau Highway via the Southern Connection of the Tuen Mun - Chek Lap Kok Link. It was enquired whether the route would not travel past the Northern Connection of the Tuen Mun - Chek Lap Lok Link;
- (iv) The Transport Department's reply was disappointing. Most of the reply mentioned the current arrangement of traffic and transport only and did not describe in depth the new traffic arrangement after the completion of the Tuen Mun - Chek Lap Kok Link. Besides, he enquired whether the E33 and E33P operated exclusively by the Long Win Bus Company Limited ("Long Win") would change to travel along the Tuen Mun - Chek Lap Kok Link for the airport. The Transport Department was requested to explain whether such related arrangement was set out in the franchise contract of Long Win.

- (v) There were concerns about the traffic service and arrangement between Tuen Mun and Tung Chung, airport, Macao and Zhuhai via the Tuen Mun – Chek Lap Kok Link. It was opined that the department’s reply was rash so Members could not make an in-depth discussion and offered their views. It was hoped that the Transport Department should appoint an official at a higher ranking to attend the meeting; and
- (vi) The Tuen Mun - Chek Lap Kok Link and the Hong Kong – Zhuhai – Macao Bridge would be completed soon. The department should be well prepared in advance and plan the supporting traffic services as soon as possible. Besides, he agreed that there was insufficient bus service between Tuen Mun and the airport. The frequency of the bus service along the Castle Peak Road was very low. He opined that residents were mainly dissatisfied that the airport bus service was monopolised by Long Win. As there was no competition in the market, it was difficult to push it for any improvement and the residents had no other choices. It was suggested that Members should discuss this issue in the direction of breaking the monopoly.

10. Mr. MOK Ka-sing of the Transport Department replied as follows:

- (i) It was understood that Members showed concerns about the traffic service arrangement between Tuen Mun and the airport after operation of Tuen Mun - Chek Lap Kok Link. The Transport Department and the bus company were closely observing the development of Chek Lap Kok Link and studying the traffic arrangement after Tuen Mun - Chek Lap Kok Link went into operation. It would consult the TTC timely and Members’ suggestions were welcome, and
- (ii) The Transport Department had closely observed the service level of the bus running between Tuen Mun and the airport and the frequency had been revised in light of passengers’ needs. Currently, the patronage of the E33 during the peak hours in the morning was some 80% on average but some of the trips had higher patronage. Besides, E33 would extend the operation hours in the third phase of this year.

11. Mr. WONG of the Transport Department replied as follows:

- (i) After the Hong Kong – Zhuhai – Macao Bridge went into operation, the Route A airport bus would travel between Tuen Mun and the airport via the public transport interchange at the Hong Kong Boundary Crossing Facilities. In light of the loading of the Hong Kong – Zhuhai – Macao Bridge in future, the department would discuss with the franchised bus company for the feasibility of revising the service to meet the demands of the passengers; and

- (ii) Before the department implemented the revision of the Route A airport bus to divert and use the Tuen Mun – Chek Lap Kok Link, it would discuss with all the franchised bus companies so they could provide appropriate services when the bridge went into operation.

12. Members continued offering views and making enquiries as follows:

- (i) It was enquired whether the enhancement of the service level of E33 in this year as mentioned by the Transport Department would be implemented before 31 December 2016;
- (ii) The Transport Department was requested again to explain whether the franchise contract of Long Win had set out the arrangement of the E33 and E33P that they would travel along the Tuen Mun – Chek Lap Kok Link to the airport instead;
- (iii) Residents relied on the Transport Department to monitor public transport service but the service of the E33 and E33P had been poor and blamed by people for many years. The situation had not been improved. The Transport Department was requested to review the service concerned as soon as possible and plan a new airport bus route in light of the Tuen Mun – Chek Lap Kok Link;
- (iv) In the future, residents in Tuen Mun needed to take the Route E airport bus to Tung Chung and change for green minibus when going to the Hong Kong Boundary Crossing Facilities of the Hong Kong – Zhuhai – Macao Bridge, which was rather winding. If they needed to go to the control point directly, they could only choose to take the Route A bus which was more expensive. It was opined that the Transport Department should provide a more efficient transport service; and
- (v) It was stressed that the topic of this matter was Expeditious Planning of Development of the Road, Traffic and Transportation Network between Tuen Mun and Tung Chung, the Airport, Macao and Zhuhai via Chek Lap Kok Link. It was criticised that the Transport Department had repeatedly focused on the arrangement of the airport bus service of E33 and E33P, which was irrelevant. Besides, she queried the Transport Department which discussed with the bus company in the first instance and then consulted the DC when planning new bus routes, which should be the other way round. The Transport Department was requested to consult the DC in the first instance.

13. Mr. MOK of the Transport Department said that when there was new infrastructure going into operation, the department would study with the bus company to see whether it was necessary to make revisions, e.g. change the current

bus routes in order to use the new facilities properly and raise the overall service level. Generally speaking, the department would examine the bus company's recommendations. After the recommendations were studied and reviewed, the DC would be consulted on the recommendations. Besides, he would reflect Members' views to the officers concerned in the department so they would commence consultations as soon as possible.

14. Members' views and enquiries in the third round were as follows:

- (i) The Transport Department's replies were irrelevant. Public transport service involved all the residents in Tuen Mun. It was suggested that this issue should be further discussed at the DC and that officials of higher rank should be invited to attend the meeting;
- (ii) It was agreed that this issue should be discussed further and the representative of the Transport Department was reminded that the information requested by Members should be well prepared, including the new routing of the airport bus, whether the franchised bus routes would be put out to tender, and what about the traffic service arrangement for the link to Zhuhai at the Hong Kong Boundary Crossing Facilities;
- (iii) It was suggested that the Transport Department should appoint a representative from the planning section to attend the next meeting and directly explain to Members about the public transport service of the Tuen Mun – Chek Lap Kok Link;
- (iv) The Transport Department was requested again to provide explanations on the implementation time of the service of E33P in the third phase;
- (v) It was suggested that Transport Department should balance the benefits of residents and the bus companies when planning new routes and tried to avoid focusing on bus company. Otherwise, there would be dissatisfaction from DC.

15. Mr. WONG of the Transport Department replied that the Hong Kong Boundary Crossing Facilities at the Hong Kong – Zhuhai – Macao Bridge would have the similar border crossing arrangement currently used at the airport. Travellers would take the local public transport service in the urban area and alight at the Departure Level of the Hong Kong Boundary Crossing Facilities. They could walk to the Passenger Clearance Building for check out at the immigration. Afterwards, they could change for the control point shuttle bus at the public transport interchange for Zhuhai or Macao at the other end of the Passenger Clearance Building. Besides, transit passengers could take the cross-boundary through bus in

the urban area and alight at the Departure Level of the Hong Kong Boundary Crossing Facilities and check out at the immigration counters. Afterwards, they could take the same through bus at the public transport interchange to continue their journey at the other end of the Passenger Clearance Building. Moreover, transit passengers might choose to drive or use the cross-border rental car service.

16. Mr. MOK of the Transport Department added that the service of E33P in the third phase would be implemented on 12 December 2016.

17. The Chairman concluded by saying that the next meeting would continue discussion about this issue. The Transport Department was requested to submit an in-depth planning of the public transport service of the Tuen Mun – Chek Lap Kok Link.

Transport  
Department

**(B) Provision of Cover to Walkway**

**(TTC Paper No. 47/2016, paragraphs 14 – 23 of the Minutes of the 5<sup>th</sup> Meeting)**

18. The Chairman said the Secretariat had informed Members by email of the arrangement on submitting recommendations since last meeting of the TTC. Then the recommendations received had been forwarded to the Transport Department and the Highways Department after the deadline. The departments could study Members' suggestions together with the work list proposed for the provision of cover to walkway ("work list") by the District Facilities Management Committee ("DFMC"). Then it would recommend the more feasible project to the TTC for further follow-up. The Transport Department had submitted a written reply before the meeting. The Secretariat distributed the reply concerned to Members on 16 November 2016.

19. A Member opined that the TD should increase the frequency of Route 57M instead of cutting its service, as its patronage had reached 63% during peak hours. Given the needs of residents, KMB should continue operating the route even though its patronage was relatively low in other hours. In fact, Routes 57M and 961 were the only routes departing from Shan King Estate and there were no bus services to Tsuen Wan and Mong Kok in that area after the cancellation of Route 66, which departed from Tai Hing; therefore no further reduction should be made to the service of Route 57M, which headed for places in Kwai Chung. The Member hoped the TD would retain Route 57M and explore ways to increase its patronage, such as extending its route and increasing its service frequency;



20. A Member said that apart from the work list of the DFMC, he himself also submitted a recommendation to the department for consideration. It was agreed that it would be discussed again at the next meeting.

21. A Member hoped to know the total number of recommendations received by the Secretariat.

22. Ms. CHAN Hoi-ting, Gillian, Assistant District Officer (Tuen Mun) 2 replied that the work list of the DFMC contained 33 proposed locations. Besides, the Secretariat received recommendations from 4 Members so there were 37 proposed locations. They had been passed to the departments concerned for initial study. It was expected that the assessment would be completed at the beginning of December and discussed by the TTC again in January 2017. It was expected that the department would recommend three proposals, and Members would then decide on the construction priority.

23. The Chairman requested that the Transport Department should prepare the information concerned for discussion at the next meeting of the TTC.

Transport  
Department

## V. Discussion Items

### (A) Request for Provision of Bus Route Running between Tuen Mun Pier and Airport (TTC Paper No. 58/2016)

24. The Chairman said the Transport Department and the Long Win had submitted written replies before the meeting. The Secretariat distributed the written replies concerned to Members on 16 November 2016.

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

- (i) The E33 series bus running between Tuen Mun and the airport had been operated for many years and could not meet the current demands of residents. Therefore, the Transport Department was requested to review the whole series again and launch a new route to run between Tuen Mun and the airport;
- (ii) It was suggested providing an express route to the airport at the Tuen Mun Bus-bus Interchange (“BBI”) to attract Tuen Mun residents take the bus at BBI;
- (iii) The Transport Department should use the BBI properly. It was pointed out that roads had limited capacity and there would be a waste of resources if there were too many routes. It was suggested that the department should consider the provision of an BBI in the vicinity of the Tuen Mun Pier; and

(iv) There were more than 100,000 people in the vicinity of the Tuen Mun Pier but there was no bus going to the airport, which was very unreasonable. The department was requested to launch a route concerned.

26. Mr. MOK of the Transport Department said he understood residents' request. He explained that the department needed to consider the patronage of the new route and the current alternatives, overall traffic loading and impact to the environment when launching a new route. He added that residents in the vicinity of the Tuen Mun Pier could take 59M and 59X to the BBI and then change for the E33 to the airport in the day time.

27. Mr. POON Chun-kong of the Long Win said residents in different areas of Tuen Mun could take a bus to the BBI and change for the Long Win buses to go to the airport. Besides, Long Win was applying to the Transport Department for the A33 to stop at the BBI starting on 19 November so the residents in the Tuen Mun Pier could have more choices when going to the airport. He understood that Members showed concerns about how bus companies could improve their services when using the Chek Lap Kok Link. The company was collecting views and would improve the bus services in light of road planning and development.

28. Members offered their views and made enquiries in the second round as follows:

- (i) Other bus services in Tuen Mun district were not enough. The buses passing the BBI were always full and passengers could not bring along bulky luggage to change for another bus. It was opined that the department should not encourage residents to change for another bus. It should provide more services going to the airport directly;
- (ii) There were only concessions of 4 dollars when interchanging at the BBI, which was not attractive. Tuen Mun residents would rather walk or change for bus to go to the town centre and take E33 so E33 was nearly full when it departed from the terminus. The passengers waiting at the BBI would never get on the bus;
- (iii) Long Win and the Kowloon Motor Bus (1933) Company Limited ("KMB") were subsidiary and parent companies. It was not understood why there were only concessions of 4 dollars only. There should be a payment mode with discounts on the difference of the fares instead. Otherwise, residents would never be attracted to use the BBI;
- (iv) It was reiterated that the title of the paper was Request for a New Bus Route and Request for Provision of Bus Route Running between Tuen Mun Pier and Airport;

- (v) Some time ago, the government announced the Hong Kong 2030: Planning Vision and Strategy which had mentioned about the concept of Western Economic Corridor, involving the traffic planning for the airport, Tuen Mun and Hung Shui Kiu. He hoped that the government department concerned could send an officer to provide explanations on the planning so Members could offer their views;
- (vi) The Transport Department had ignored citizens' requests. There were 100,000 people in the vicinity of the Tuen Mun Pier. It was unreasonable to rely on the BBI to meet the demands for transport;
- (vii) There was no objection to the launch of a bus route running between the Tuen Mun Pier and the airport but the Transport Department was requested not to transfer the current resources to the new route;
- (viii) The current routing of the airport bus was winding and the journey was too long. The Transport Department was requested to review it; and
- (ix) Apart from the Tuen Mun Pier, there was no bus route running between Tuen Mun and the airport in the vicinity of Chi Lok. During the peak hours in the morning, E33 were always full and residents found it difficult to get on the bus at the BBI. The department was requested to launch a new route.

29. Mr. MOK of the Transport Department replied that the patronage of E33 during the peak hours in the morning was 80% on average, which could generally meet the demands of the passengers. Moreover, the A 33 of Long Win would stop at the BBI and provide a concession of 6 dollars for the interchange. The journey was 15 minutes shorter than E33 series. It was believed that this could enhance the service level of the bus running between Tuen Mun and the airport.

30. Mr. POON of the Long Win added that the concession for interchanging from the KMB to the Routes E of Long Win was 4 dollars, while that for Routes A was 6 dollars.

31. A Member said Members held the same view on the launch of a bus route between Tuen Mun and the airport. However, the Transport Department had rejected the proposal for many times, which was against the wills of the citizens. There needed to be a motion to request that the Transport Department should send an official at a higher rank to attend the meeting.

32. The Chairman said the route of the bus running between Tuen Mun and the airport needed to be revised eventually after the Hong Kong – Zhuhai – Macao Bridge went into operation in the future. He enquired the Transport Department whether there would be another new route planned. It was suggested that the Transport Department should submit the information concerned later together with the bus routes planning programme to the TTC so Members could offer their views.

33. Mr. MOK of the Transport Department replied that the department would study the arrangement of the public transport service in light of new infrastructure. However, it would take some time. He would reflect Members' views to the officers of the division concerned in the department.

34. The Chairman requested that the Transport Department should continue the study on this issue. This issue would be followed up by the Working Group on Tuen Mun External Traffic.

Working Group  
on Tuen Mun  
External Traffic

**(D) Request for Upgrading of the Existing All-night Public Light Bus Route Running between Tuen Mun and Lok Ma Chau Control Point to Whole-day Operation (TTC Paper No. 59/2016)**

35. The Chairman said the Transport Department had submitted a written reply before the meeting. The Secretariat distributed the written reply concerned to Members on 16 November 2016.

36. The proposer of the paper said there was busy traffic between the mainland China and Hong Kong but the supporting traffic services remained unchanged. Currently, the aforesaid public light bus route could enter the Lok Ma Chau Control Point between 11 pm and 6:30 am. If it could be extended to whole day operation, it would be much more convenient to the residents in Tuen Mun. Besides, the department said in the reply that the terminus of the green public light bus was located in the car park of a law enforcement department. The usage in the day time was 80%. She opined that it was a problem of hardware only. It was believed that the Transport Department could solve it.

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

- (i) The car park concerned should be redeveloped to increase the usable area and leave some space for the public transport. The Working Group on Tuen Mun External Traffic was requested to take follow-up action;

- (ii) The current usage of the car park in the day time was 80%, which showed there was some space. It was suggested that the public light buses should provide service in the day time by circular route and adopted the arrangement of allowing passengers to get on and off instantly so it was not necessary to park in the car park for a long time;
- (iii) It was not understood why the public transport of other districts could enter the restricted area in the day time but the public light buses in Tuen Mun district could not. He suggested that the Transport Department should consider cutting the parking space of the law enforcing departments and took priority in considering the residents' demands for traffic;
- (iv) The current hindrance was not policy restriction but supporting facility. It was suggested that Members and the department should pay a site visit and then discuss the feasibility of the plan. It was also requested that this issue should be discussed further at the next meeting of the TTC;
- (v) A visit had been paid to the car park and the control point. It was opined that there was space for public light buses. It was agreed that this issue would be discussed further; and

38. Mr. WONG Yuk-yi, Mark of the Transport Department replied that currently Route 44B public light buses could enter the Lok Ma Chau Control Point between 11 pm and 6:30 am to pick up and passengers. As it was a car park of a law enforcing department in the morning and the location where the public light buses parked at night was a waiting area for the cross-boundary buses in the morning, the said arrangement could be implemented at mid-night only.

39. Mr. MOK of the Transport Department added that the New Territories and Urban taxis would also park at the control point apart from the 44 and the overnight 44B green public light buses, and there should be space for the passengers waiting for the public light buses. The department had asked the department concerned about the feasibility of opening the car park. However, the department said the usage of the staff car park in the day time was relatively high. They had reservations on the opening of the car park. Besides, the pedestrians flow at the check point was separated in the day time. However, when there was overnight transport service at mid-night, people returning to Hong Kong had to wait for buses at the car park next to the departure control point. If there was the same arrangement during the peak hours in the day time, there would be chaos. The department was pleased to pay a site visit with Members.

40. A Member said that apart from paying a site visit, it was requested that there should be a meeting with the law enforcing department to discuss the feasibility of the aforesaid proposal.

41. The Chairman concluded by saying this issue would be discussed further at next meeting of TTC. The Transport Department was requested to arrange a site visit.

Transport  
Department

(C) **Request for Enhancement of Interchange Concession at Tuen Mun Road  
Bus-Bus Interchange  
(TTC Paper No. 60/2016)**

42. The Chairman said the KMB and the Long Win had submitted written replies before the meeting. The Secretariat distributed the written replies concerned to Members on 16 November 2016.

43. Mr. Dennis LEE of the KMB said passengers taking the KMB routes would have a maximum concession of 4 dollars and 6 dollars respectively with an Octopus card when interchanging for Route E and A of the Long Win at the BBI. For the KMB passengers going to the Hong Kong Island, they could enjoy the concession of paying the difference when interchanging for 960 and 961 at the BBI.

44. The Chairman said the concessions provided by bus companies at the BBI were quite different. He would like Mr. MOK of the Transport Department to describe the concessions at the BBI in detail.

45. Mr. MOK of the Transport Department said the department had encouraged bus companies to consider the provision of concessions on fares according to the overall operational situations. The department would forward the residents' request for inter-company concessions at the BBI to the bus companies.

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

- (i) At the beginning of the operation of the BBI, Members had requested that the bus companies should provide inter-company concessions at the BBI. Currently, bus companies had their own ways and provided different concessions for the interchange, which was confusing. He enquired about the role of the Transport Department on this matter;
- (ii) The Transport Department emphasised that they had encouraged the bus companies to provide concessions for the interchange. It was hoped that the department could describe the replies of the Long Win, KMB and the Citybus Company Limited ("Citybus") in detail;

- (iii) The Transport Department said in several replies that they encouraged residents to change bus at the BBI but failed to push the bus companies to provide inter-company concessions for the interchange. It was queried how the department could attract residents to change bus at the BBI;
- (iv) It seemed the Transport Department did not have any role on the arrangement of concessions for the interchange. Currently, the BBI did not fulfil the objective of providing efficient service and reasonable fare. Therefore, the Transport Department was requested to explain whether the interchanges in other districts had inter-company concessions for the interchange; and
- (v) The Transport Department should be held responsible and should make co-ordinations to push the three bus companies to provide inter-company full concessions for the interchange.

47. The Chairman said the department should act step by step. First, the Long Win and the KMB should provide inter-company concessions for the interchange because they were subsidiary and parent companies. Then the department should actively discuss with other bus companies.

48. Mr. MOK of the Transport Department replied that the department had encouraged the bus companies to provide concessions on fares according to their actual operational situations. However, the bus companies did not have any new proposals for concessions for the time being. In fact, bus companies had made proposals for different concessions on fares since the operation of the BBI. For example, the KMB had worked out new sectional fares for some routes last year. It was also planned to provide flat sectional fares for all the routes to reduce the passengers' expenditure on fares.

49. Members offered their views and made enquiries in the second round as follows:

- (i) Although there would be sectional fares for some of the routes at the BBI (for buses heading Tuen Mun), the fares were as high as \$8.4, which was unreasonable. In the long term, the Transport Department should push for inter-company concessions for the interchange, and reduce the sectional fares at the BBI for buses heading Tuen Mun;
- (ii) The Transport Department repeatedly emphasised that they had encouraged bus companies to provide concessions for interchange. Therefore, the representatives of the bus company were requested to explain whether they had received any encouragement on this matter, and their replies; and

50. Mr. LEE of the KMB and Mr. KUNG Shu-ran of the Citybus said they would examine the paper concerned and submit the information concerned to Members later.

51. The Chairman requested that representatives of the bus companies should reflect the local voices to the high level officials. It should also consider the provision of more concessions for the interchange.

**(D) Request for Renaming Bus Route No. A33 Express as A33X to Avoid Mixing Up with A33**  
**Request for Provision of Patronage Data of Route No. A33**  
**(TTC Paper No. 61/2016)**

52. The Chairman said Long Win had submitted a written reply before the meeting. The Secretariat distributed the written reply concerned to Members on 16 November 2017.

53. The proposer of the paper said A33 had run for a period of time. However, its patronage was low as he observed. The Transport Department was requested to provide the data on patronage. Besides, he said the number plates of conventional route and the express route of A33 were quite similar and passengers would feel confused.

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

- (i) A letter was written to the Transport Department and Long Win to reflect that the conventional route and express route of A33 would cause confusion. It was opined that it was not difficult to change the names of the route. It was not understood why the bus company had tried to avoid this;
- (ii) A33 was launched in the last ten days of August. The department should try to review the routing of the whole route, potential customers and name of the route; and
- (iii) Members' request was simple. It was hoped that the bus company could change A33 express to A33X to avoid confusions.

55. Mr. MOK of the Transport Department replied that the department would discuss with the bus company to change the route number. The date of implementation would be worked out later.



56. Mr. POON of Long Win said they had written to the Transport Department to apply for the change of the route number. The date of implementation would be worked out later. He pointed out that the route and number plate of A33 were clearly shown, helping passengers identify the conventional route and express route. He said A33 was extended to whole-day operation about two months ago and was being observed. The patronage during peak hours was rising. The bus company would continue monitoring and publicity.

57. A Member enquired about the current patronage of A33. Long Win was requested to provide accurate data.

58. A Member enquired about the time for the change of route number.

59. Depending on the vetting progress, Mr. POON of Long Win expected that the route number could be officially changed on 12 December 2016. As far as data are concerned, the patronage of A33 during the busiest hour was 10% to 20% as the residents did not know the new route much.

60. A Member said the route of the conventional A33 was winding so the patronage was low. He requested that the Long Win should provide the patronage at different bus stops so the routing could be reviewed.

61. A Member criticised the Department for not disclosing to Members on its own initiative about the traffic arrangement which would be launched soon. The department was requested to review this.

**(E) Request for Increase in Service Frequency of Bus Routes No. 258D and 259D during Evening Peak Hours**  
**(TTC Paper No. 62/2016)**

62. The Chairman said the KMB had submitted a written reply before the meeting. The Secretariat distributed the written reply concerned to Members on 16 November 2016.

63. The proposer of the paper said that as there was serious traffic congestion in Kowloon East, passengers often spent nearly two hours returning to Tuen Mun from that district. Besides, the frequency of the bus routes concerned was low. The Transport Department was requested to increase the frequency of 258D and 259D heading Tuen Mun during peak hours in the evening.

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

- (i) It was supported that frequency of the above bus route should be increased in the evening. Quite a few residents would rather get off at the BBI and changed for 59X to go home as the bus was too crowded. However, this made the 59X more crowded, this causing a vicious cycle;
- (ii) It was enquired whether the resources of 258X, 259X and 267X which would be launched later one by one would be transferred from 258D. She agreed with the increase of resources only and opined that relying on the transfer of resources was useless;
- (iii) After the BBI came into operation, residents in Tuen Mun had changed their modes of taking a bus. They would often change for another route at the BBI. The department should consider the provision of a special route going to the BBI from Kwun Tong district;
- (iv) 258D and 259D were often full at the bus stops in Kwun Tong and Kowloon Bay. Passengers could not get on a bus at the Dan Fung Street en route stop in the evening. It was suggested that a half-full bus should be arranged to pick up passengers at the en route stop during the peak hours;
- (v) It was enquired whether the department would set up bus-only lane in Kwun Tong district to ease the congestion in the district; and
- (vi) A resident in Tuen Mun waited for 259D at Chun Yip Lane between 5 and 14 of July. The waiting time was about 17 to 25 minutes. Transport Department replied that the frequency was delayed because of road works. She opined that even though there were road works, the department still had the responsibility to ensure that the frequency was not affected. She requested again that department should increase the frequency of the route concerned to facilitate residents.

65. Mr. MOK of the Transport Department said it was believed that the pressure on 258D and 259D could be relieved after 258X and 267X went in operation. According to the data of field survey, the patronage of 258D and 259D was highest when it was near 7 pm. The patronage between 5 pm to 8 pm was between 10% and 90% and most passengers got on the bus at the Wong Tai Sin MTR station bus stop. The bus company had sent staff to the bus stop to assist with the management of the queuing order and the boarding and alighting of passengers. Besides, there were residential buildings, factories and business districts in Kwun Tong so different types of vehicles gathered at the district. The traffic was the busiest in the afternoon during the peak hours. He would reflect to the district engineer about the recommendation of a bus only lane.

66. A Member further asked whether the Transport Department would transfer the current resources of 258D to the new frequency of 258X in the evening.

67. Mr. YEUNG of the KMB replied the special return trips during the peak hours would use new resources. The resources of the current 258D and 259D would not be transferred.

**(F) Request for Increase in the Number of the First Departure of Bus Routes No. 58M and 58X**  
**(TTC Paper No. 63/2016)**

68. The Chairman said the KMB had submitted a written reply before the meeting. The Secretariat distributed the written reply concerned to Members on 16 November 2016.

69. A Member said quite a few residents went to work in early morning. They could not arrive at the work place in time even though they took the first trip of 58M and 58X. She said the Transport Department had pointed out the residents could choose to take the overnight buses like N260 or N241 but this was not commendable because the journey was winding. The time of arrival might not be earlier than taking the first trip of 58M or 58X at last. She requested that the Transport Department should increase the number of first department of 58M and 58X to ease the above situation.

70. A Member said that from time to time some residents were seen waiting for a bus at 5 am. It was opined that the Transport Department should revise the frequency according to the actual situations and should not be using the 100% patronage as the sole criteria for the increase of frequency. He said the fares of the overnight buses were high and residents would find it difficult to afford.

71. Mr. MOK of the Transport Department replied that the patronage of the routes was high but the first department was able to meet local demands. They would closely observe the operation of the routes with the bus company and review the situation timely.

72. The Chairman concluded by saying that it was hoped that the Transport Department and the bus company could try to meet the demands of residents.

**(G) Request for Resumption of Operating Rights of Bus Route B3 Series**  
**(TTC Paper No. 64/2016)**

73. The Chairman said the Transport Department had submitted a written reply before the meeting. Please refer to document No. 1 distributed at the meeting.

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

- (i) The bus company was criticised for not increasing the frequency of B3 and B3A as requested by Members. It was opined that the patronage of B3 and B3A provided by the Transport Department was not accurate. Most residents changed to take B3X as the frequency of the above buses was too low. Therefore, the patronage of B3 and B3A was relatively low. She requested that the bus company should increase the frequency of B3 and B3A during peak hours gradually;
- (ii) The department should review the effectiveness of the whole B3 series according to the overall demand of the Tuen Mun district. It was suggested that B3M should depart from Sam Shing Estate and go to Shenzhen Bay via the Castle Peak Road and Fu Tai Estate. At the same time, it was requested that the routing of B3 and B3A should be reconstructed;
- (iii) There had been fewer transit passengers so the demands for B3X should decline. It was requested that resources should be transferred to B3 and B3A;
- (iv) The arrangement of the overall frequency of the B3 series had focused on the demands of travellers. There were B3M and B3X going to Shenzhen Bay from Tuen Mun Town Centre. On the return trips, the frequency of B3X was very high. Some residents saw empty B3X leaving the Shenzhen Bay terminus but residents waiting for B3 for a long time could not get on a bus. The Transport Department was requested to reconsider the operating rights of the B3 series;
- (v) The bus company was requested to transfer the resources of B3X and B3M to gradually increase the frequency of B3 and B3A up to 20 to 25-minute intervals;
- (vi) It was enquired whether the patronage of B3X had dropped after the implementation of “one trip per day”. It was opined that the bus company should transfer resources to meet local requests if the demands dropped;
- (vii) The Transport Department was obliged to monitor public transport service and should not allow local transport service to rely on travellers. It was requested that a working group should be formed to make thorough discussions about the B3 series;

- (viii) Launching B3M without consulting the DC was a waste of an opportunity to listen to DC's views on the routing. He opined that mainland travellers were welcome to Hong Kong but the government should balance the interests of all parties. It was requested that the routing of B3 should be reviewed;
- (ix) Franchised buses were exempted from fuel tax so B3 series should not focus on serving non-local residents. The Transport Department and the Citybus were requested to make improvements as soon as possible. Otherwise, motion of condemnation would be raised at the meeting; and
- (x) The first trip of B3M to Shenzhen Bay departed at 9:50 am but the last trip to Tuen Mun departed from Shenzhen Bay at 7:50 pm. The time of these two trips did not go with the bus-taking habit of Hong Kong people. It was queried this was a "shopping mall bus" specially provided for mainland travellers. It was requested that a special meeting should be convened to discuss the reconstruction of the B3 series.

75. Mr. MOK of the Transport Department replied that the data of the patronage of B3 and B3A was obtained by the department sending officers to do field survey. The recording time included 6 am to 9 am and 5 pm to 8 pm. Besides, the bus company had reserved resources. When the patronage had reached a certain level, the frequency of B3 and B3A would be increased. On the suggestion for the change of routing of B3M, he said currently B3M went to Shenzhen Bay via the Tuen Mun Highway and most of its routing was the same with B3X. The aim was to divert the passengers of B3X. If B3M travelled along the Castle Peak Road, the journey would be longer accordingly and involve additional resources. B3M was a service provided during non-peak hours. The bus resources concerned during the peak hours would be used to provide other services. Based on the consideration of resources, the department had no plan to change its routing.

76. Mr. KUNG of the Citybus made replies, which were summarised as follows:

- (i) About three or four years ago, passengers had a great demand for B3X. The bus terminus at the Tuen Mun Town Centre could not accommodate a large number of passengers. The waiting environment was poor and the overall traffic conditions were affected. As there was still space at the bus stop in Tuen Mun station, B3M was launched to divert the passengers of B3X at the time. The current patronage of B3M was relatively stable;
- (ii) The route of B3M travelled along the Tuen Mun Highway because the journey was shorter. If it travelled along the Castle Peak Road, the journey would be longer and the frequency would be lower;

- (iii) The bus company had reserved additional resources for B3 and B3A. If their patronage had reached the planned target of the bus route, the frequency would be increased correspondingly. Somehow, the patronage of the two routes above had maintained at a stable level without any increase for many years, the current frequency could meet the demands;
- (iv) The frequency of B3 had been increased during the peak hours in light of Members' views. It was expected that the arrangement concerned would be implemented on 12 December 2016. At the time, it would depart from the Tuen Mun Pier between 7:10 am and 8:10 am on Saturday and depart from the Shenzhen Bay between 4:55 pm and 5:55 pm on Sunday. The frequency would be increased from 30-minute to 20-minute intervals;
- (v) There were only two locations for boarding at the Shenzhen Bay terminus but there were four bus routes. Therefore, B3 and B3A which ran according to schedule would near the boarding locations to pick up passengers before they would depart; and
- (vi) The patronage of B3X had increased but the margin of the rise was slow.

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

- (i) Residents changed to take B3X as the frequency of B3 was too low so the data of the Citybus did not reflect the real situation. The Citybus needed to change the mode of operation of the whole B3 series to reflect the real situation effectively. Besides, he requested that the representatives of the Transport Department and the Citybus should be replaced;
- (ii) The Citybus should have resources to improve the overall service level of the B3 series. However, there had been no progress, which reflected that the Citybus lacked sincerity and should be condemned;
- (iii) Members' request for the improvement of the service of the B3 series, another invitation to tender and the replacement of the representatives had shown that Members paid great attention to the issue and the matter had continued escalating. Besides, the number of visitors had declined but the demands for B3X had risen. This might represent that there were more local residents who changed for B3X instead of B3 and B3A so the Transport Department and the bus company were requested to make a review;
- (iv) If the management of the bus company had decided not to improve the service, replacing the representatives to the DC would not have great effect. It was suggested convening a special meeting to focus on the discussion of the reconstruction of the B3 series; and

78. Mr. KUNG of the Citybus made the following replies:

- (i) At the beginning of the operation of B3M, the bus company had increased the frequency of B3A during peak hours in light of the demands of the passengers, including the increase of frequency to 20-minute intervals between 6 am and 1 pm on Saturday and the return trips on Sunday evening in order to meet the actual demands of local people leaving and returning to Hong Kong;
- (ii) The bus company focused on the principle of easing passenger flow and would not focus on certain type of passengers; and
- (iii) The bus company aimed at consolidating resources to enhance the overall efficiency. At the same time, it would try to get a balance on the demands of passengers. However, as the resources of the company were limited, improvement needed to be made gradually. Therefore, the frequency of B3 during some peak hours was increased in the first instance to satisfy local requests and test the passengers' response. Later, it would consider whether the frequency increase would become regular arrangement.

79. The Chairman concluded by saying that the TTC would write to the Transport Department and the Citybus requesting an in-depth review of the overall service level of the B3 series.

Secretariat

[Post-meeting note: the above letter was sent on 29 December 2016]

**(H) Request for Honouring the Undertaking of Providing Public Transport Service for Lung Yat Estate (TTC Paper No. 65/2016)**

80. The Chairman said the Transport Department had submitted a written reply before the meeting. Please refer to document No. 2 distributed at the meeting.

81. The proposer of the paper said the Transport Department had undertaken to provide more public transport service after the intake of the new housing estate. However, the above undertaking had not been honoured since the intake of Lung Yat Estate. In its reply, the Transport Department said currently there were seven special trips of 506 departing Lung Mun Oasis between 7 am and 8:12 am. However, these seven trips were provided in response to the local demands before the intake of Lung Yat Estate, which should not be mixed up. Besides, it took 20 minutes walking from Lung Yat Estate to the bus stop of 506. Residents would rather walk to the Tuen Mun Station instead. This showed that the Transport Department could not respond to residents' demands directly. Moreover, the private housing development next to Lung

Yat Estate would provide hundreds of flats. She queried whether the Transport Department could respond to the future traffic demands in the area. Besides, the incorporated owners of Nam Fung Industrial City and the residents of Lung Yat Estate reflected to her that there was no transportation going to the vicinity of the town centre and San Hui, the Transport Department was requested to respond actively.

82. Mr. MOK of the Transport Department replied that the department would study the arrangement of the related public transportation service timely if there was new development in a district. On whether there would be new service, the department would consider several factors, including the current public transportation service, alternative service, interchange service and whether there were enough locations for bus stops. Lung Yat Estate was next to Lung Mun Oasis Public Transport Interchange and there were sufficient public transport services for the passengers to choose. Besides, the demands for Route 506 had increased since the intake of Lung Yat Estate. Therefore, the department and the MTRC had discussed the increase of frequency. Currently, there were seven special trips. The private housing development which was being built would be completed for intake some time later. The department would study whether there was a need to enhance the current services or launch new service.

83. The proposer of the paper said there was not any public transport in the vicinity of Lung Yat Estate going to the Tuen Mun Town Centre or San Hui since the routing of 506 was revised. The Transport Department was requested to provide additional public light bus service departing from Lung Yat Estate for the San Hui via the Tuen Mun Town Centre. It was also suggested that this issue would continue or it would be followed up by the Working Group on Traffic Problems within Tuen Mun district.

84. The Chairman concluded by saying that this issue would be followed up by the Working Group on Traffic Problems within Tuen Mun district.

Working Group on  
Traffic Problems  
within Tuen Mun  
District

**(I) Strong Request for Expeditious Upgrading of Route No. 62X to Whole-day Operation**  
(TTC Paper No. 66/2016)

85. The Chairman said the Transport Department and the KMB had submitted written replies before the meeting. The Secretariat distributed the written replies concerned to Members on 16 November 2016.



86. The proposer of the paper said the route of 259D going to the Kowloon East was winding and the journey was very long. Therefore, there were repeated requests for the 62X running the whole day in response to the population growth in the district and the demands for traffic going to the Kowloon East. However, the Transport Department had said in its reply that there was no consensus on the whole-day operation of 62X in the Working Group on Tuen Mun External Traffic so the proposal was withdrawn. She stressed that members of the above working group had never rejected the whole-day operation of 62X. It was not understood why the department had withdrawn the proposal. Besides, the Transport Department had promised to provide whole-day operation of 62X but it had not been honoured so far. It was strongly requested that the 62X should run the whole day at 20-minute intervals.

87. The Chairman enquired whether the Transport Department had made the commitment concerned.

88. Mr. MOK of the Transport Department said the TTC had been consulted on the proposal for the whole-day operation of 62X in the Bus Routes Planning Programme for 2016-17. The representative of the TD had attended the meeting for three times to listen to Members' views. At the time, Members requested that 62X should maintain the frequency of 20-minute interval and the service level of 258D and 259D should maintain unchanged. After thorough consideration, the bus company withdrew the proposal concerned based on the consideration of resources.

89. Members offered their views as follow:

- (i) Members had requested the whole-day operation of 62X for many years. They did not agree with the Transport Department's provision of the service concerned in a "cut and paste" way. They did not reject the whole-day operation of 62X;
- (ii) When the Transport Department submitted the proposal for the whole-day operation of 62X on its own initiative, they should have full studies and data to support it. It was unconvincing that they withdrew the proposal for reasons of frequency and data at last. The department was requested to make improvement as soon as possible; and
- (iii) It was suggested writing to the Transport Department for the request and the discussion about this issue should continue.

90. Mr. LEE of the KMB said the KMB held a positive view on the whole-day operation of 62X, which could further optimise Tuen Mun's external traffic network. On the one hand, 259D could go to the East Kowloon from the vicinity of Tuen Mun Pier without travelling past the town centre. On the other, residents could have more choices to go to the East Kowloon at the BBI during the peak hours. Some time ago, the KMB had suggested that the frequency of 62X should be increased to 20-minute interval from 30-minute interval during the peak hours in light of Members' views on 62X. As the scope of service of 259D was reduced, the frequency during non-peak hours would continue being maintained at the suggestion of 20-minute interval as revised from 15-minute intervals. If Members did not reject the revision of the frequency of 259D, KMB did not object to the whole-day operation of 62X.

91. A Member said the passengers of 259D and 62X were not entirely the same. It was disagreed that the KMB transferred resources in a "cut and paste" way. The KMB and the Transport Department were requested to be citizens-oriented and to increase resources to satisfy the demands of the passengers.

92. A Member said there should not be any delay if the whole-day operation of 259D and 62X could benefit the whole Tuen Mun district. It was opined that department should be forward-looking and improve the service concerned as soon as possible.

93. The Chairman concluded by saying that the TTC would write to the Transport Department and the KMB. The Working Group on Tuen Mun External Traffic would take follow-up action on this issue.

Working Group  
on Tuen Mun  
External Traffic

[Post-meeting note: the above letter was sent on 29 December 2016]

(J) **Improve the Boarding and Alighting of Wheelchair Users at Yau Oi Bus-stop (TTC Paper No. 67/2016)**

94. The Chairman said the KMB had submitted a written reply before the meeting. The Secretariat distributed the written reply to Members on 16 November 2016.

95. The proposer of the paper said some bus drivers stuck to the rules and let passengers alight at the designated bus stop only. They were not willing to move the bus to the location of the wheelchair users for them to board and alight. Therefore, many wheel-chair users were forced to alight on the road dangerously. The road was narrow with a lot of railings. She suggested that Members should pay a site visit together and study how to improve the situation to facilitate the wheelchair users.

96. A Member added that this issue had been discussed in the meeting of the South East Area Committee in 2013. The Transport Department had paid a site visit there and said the road section could not be widened owing to structural problem. Besides, he enquired whether the bus company had internal guidelines and training on teaching bus drivers how to assist the needy with their boarding and alighting.

97. A Member said the conditions of the road section were rather complicated. It was agreed that Members and Transport Department would pay a site visit together.

98. The Chairman said he himself had also showed concerns about this issue for many years. He asked the Secretariat to arrange a site visit and announced that the issue would be passed to the Working Group on Traffic Problems within Tuen Mun District to take follow-up action.

Secretariat,  
Working Group on  
Traffic Problems  
within Tuen Mun  
District

[Post-meeting note: the above site visit was paid on 9 December 2016]

**(K) Repeatedly Request the Government and the MTR to Explain the Latest Progress of the Tuen Mun South Extension of the West Rail**  
**(TTC Paper No. 68/2016)**

99. The Chairman said the Transport and Housing Bureau (“THB”) had submitted a written reply before the meeting. The Secretariat distributed the written reply to Members on 16 November 2016.

100. The Chairman welcomed Ms. LAM Yuen, Assistant Public Relations Manager – External Affairs of the Mass Transit Railways Corporation Limited (“MTRC”) to the meeting.

101. The proposer of the paper condemned THB for not sending an officer to attend the meeting because of official duty. It was emphasised that attending the meeting of DC was one of the official duties. It was opined that it was disrespect for DC. Besides, he pointed out that there were more than 100,000 people in the vicinity of Tuen Mun Pier and MTRC bus 506 and Light Rail 507 were always full. It was requested that Tuen Mun South Extension of West Rail should be built as soon as possible. He suggested writing to THB requesting that the bureau should provide explanations on the location, commencement and completion dates of Tuen Mun South Extension.

102. The Chairman said the bureau had not confirmed the location of the Tuen Mun South Extension. It was suggested writing to enquire the preliminary schedule of the Tuen Mun South Extension projects in the first instance.

103. The proposer of the paper said the study on Tuen Mun South Extension project was put out to tender by the MTRC last year. It was enquired whether the finding of the interim study could be provided. The MTRC was also requested to provide explanations on the date the report would be released.

104. Ms. LAM of MTRC replied that the overall railway planning in Hong Kong was government-led. Tuen Mun South Extension was one of the seven projects proposed to be launched in the Railway Development Strategy 2014 by THB. THB had invited MTRC to submit a proposal and the consultant commissioned by the MTRC had commenced technical study. However, as the study had not been completed, there was no further information for the time being. Pending the completion of the study, a proposal would be submitted timely and there would be local consultation again.

105. A Member said the reply of the THB had pointed out that the preliminary time of implementation of the Tuen Mun South Extension was between 2019 and 2022. Now it was the end of 2016. The MTRC was urged to commence consultation and listen to local views as soon as possible.

106. A Member said MTRC replied that the project was government-led. As the preliminary study was in progress, there was no further information provided. THB said MTRC was in charge of the project and there were no specific details. It was opined that this was very puzzling. He agreed with writing to THB asking the bureau to send an officer to attend the meeting and continue discussion about this issue.

107. The Chairman said it would not be of much use asking the bureau to send an officer to attend the meeting as the Tuen Mun South Extension was still in preliminary stage of conception. It was suggested writing to the MTRC and THB in the first instance for explanations on the schedule of the project.

108. A Member said even though the bureau could not provide explanations on the details of the project, they should attend the meeting to listen to local views. It was agreed to continue discussion about this issue. She said the project was expected to be

completed between 2019 and 2022. It was reasonable that local consultations should commence now. It would be too late if views were offered pending the confirmation of most of the details by the bureau and the MTRC.

109. The Chairman concluded by saying that there was no need to continue discussion about this issue for the time being. The TTC would write to the MTRC and the THB to reflect Members' views.

[Post-meeting note: the above letter was sent on 29 December 2016]

**(L) Request for Provision a Bus-stop for Route No. K51 at Brilliant Garden and Earlier Departure of the First Bus Trip**  
**(TTC Paper No. 69/2016)**

110. The proposer of the paper said the K51 which departed from Fu Tai Estate was full at the second stop most of the time so the passengers at the Lingnan University and Brilliant Garden found it difficult to get on the bus. There were passengers who could not get on the bus after waiting at the Brilliant Garden for 45 minutes. She suggested increasing the frequency during the peak hours and reserving space at the second stop of Beneville so passengers at the en route stop could get on the bus. It was also suggested that there should be assistants at the stops of the Lingnan University and Brilliant Garden to help ease the passenger flow. In the long term, she suggested the provision of an additional stop between Blocks A, B and C of the Brilliant Garden so K51 could return and pick up other passengers after going to the Siu Hong Station. She also suggested that the first trip of K51 should depart 20 minutes earlier.

111. Ms. LAM Yuen of the MTRC replied as follows:

- (i) The frequency of K51 during the peak hours was about 5-minute interval. There were also special trips between the Fu Tai Terminus and Siu Hong Station to ease the passengers going to the West Rail Siu Hong Station during the busiest peak hours in the morning. Besides, there were assistants at the Fu Tai Terminus, who would ask the passengers to go upstairs to leave space for the passengers at other stops to get on the bus. Currently, there were not many passengers at the Lingnan University and the Brilliant Garden. The MTRC would observe the situation concerned and would make appropriate revision in light of resources and passengers' demands, etc.

- (ii) On the proposal for the provision of additional bus stop at the Brilliant Garden, the government department concerned should examine whether the location was suitable for the provision of a bus stop in the first instance. The MTRC had considered that the frequency and the time of the journey would be affected if there would be an additional bus stop. There was no plan to revise the route of K51 for the time being; and
- (iii) The first trip of K51 would depart at 5:45 am for Tai Lam. As the bus needed to return to the depot for maintenance in the evening, the time of maintenance would be shortened if the first trip of K51 departed earlier. Therefore, the MTRC had no plan for the earlier department of the first trip.

112. The Chairman enquired whether the MTRC would arrange half-full buses to pick up the passengers at the en route stops.

113. Mr. LAM of the MTRC replied that the MTRC had arranged for assistants to help ease the passengers at the bus stops with high flow. There was also more space reserved at the up-stream bus stops. There were also special trips provided between the Fu Tai terminus and the Siu Hong Station to ease the passenger flow during the peak hours in the morning.

114. The proposer of the paper was disappointed at the MTRC's reply. She said she had found that the assistants did not ask the passengers to go upstairs so there were many passengers in the lower deck. Even though there were seats upstairs, the passengers at the en route stops still could not get on the bus. Residents needed to wait for half an hour before boarding a bus. Besides, she opined that the provision of an additional bus stop at the Brilliant Garden would lengthen the journey for 1 to 2 minutes only. The overall impact on the routing was not great. It was suggested that the Transport Department should pay a site visit and assess the feasibility of the provision of an en route stop.

115. A Member said the first trip of K51 departed from Tai Lam at 6:15 am. It was requested that the trip should depart 15 to 20 minutes earlier to facilitate the residents going to work at the Tuen Mun Town Centre.

116. Ms. LAM of the MTRC replied that the first trip of K51 departed at Tai Lam at 6 am. The MTRC would examine whether there were special circumstances.

Action

Working Group  
on Traffic  
Problems  
within Tuen  
Mun District

117. Mr. LAU Ka-kin, Marcus of the Transport Department said he would pay a site visit with the proposer of the paper later to assess the feasibility of the provision of an additional bus stop there.

118. The Chairman concluded by saying that this issue would be passed to the Working Group on Traffic Problems within Tuen Mun District to take follow-up action.

**(M) Request for Comprehensive Improvement to Transport Service at So Kwun Wat Area**  
**(TTC Paper No. 70/2016)**

119. The Chairman said the Transport Department had submitted a written reply before the meeting. Please refer to document No. 3 distributed at the meeting.

120. The proposer of the paper said there had been no supporting transport services for the Avignon at So Kwun Wat since its intake many years ago. Currently, many construction workers went to work in that area. There would be two housing developments completed in the area in 2017 and 2018, involving 2000 to 3000 households. These factors would make the demands for traffic at So Kwun Wat continue to increase so it was necessary to strengthen supporting transport services. The other day, after she visited the Chu Hai College of Higher Education, she had to wait for three buses of K51 before getting on one. This reflected that the demands for transport were great after work or school. It was suggested that the department concerned should pay a site visit at the Cafeteria Old Beach. She was not satisfied that the Transport Department had not had any corresponding planning. The department and the MTRC were requested to provide explanations on the future traffic planning in response to the requests of the residents in that area.

121. A Member said a resident reflected to him that he/she waited at the Sam Shing Estate between 7:30 am and 8 am for K53 going to So Kwun Wat for school. However, all three buses were full. Therefore, he/she was forced to walk to the town centre to wait for the bus but still could not get on a bus. He added that there had been many private housing development projects in the area and many workers would take K53 to go to their working locations making the demands for K53 soar significantly. The department was requested to improve the service actively.

122. A Member said there were a lot of schools in the vicinity of the Castle Peak Road. There would be several housing developments which would be completed one by one. Coupled with the completion of the Chu Hai College of Higher Education earlier, the traffic in the Castle Peak Road would be very busy. The MTRC had suggested combining K53 and K58 to increase the overall service level. It was enquired about the progress of the arrangement concerned. It was hoped that the MTRC would provide a route which would run the whole day.

123. Mr. MOK of the Transport Department replied that the department had noted in February and March 2016 that there were workers going to and from the construction sites in the area, causing the demands for transport to increase. Therefore, he had reflected the views to the MTRC and requested that the frequency should be increased to meet the demands. As observed by the department, the service of K53 had been improved. Besides, the department would investigate and follow up the case mentioned by Members together with the MTRC. The department also noted that the land sales of the area were completed in 2015. There would be housing developments completed at the beginning of 2018. The department would actively study the arrangement of public transport service. Any new proposals would be submitted to the TTC for consultation.

124. Mr. LAM of the MTRC said the road section of which demands for K53 was the highest in the morning was between the West Rail Tuen Mun Station and So Kwun Wat area. As there had been many construction sites in that area recently, the demands for K53 increased. The MTRC had provided additional trips of K53 from the MTR Tuen Mun Station to So Kwun Wat during the peak hours in the morning to ease the situation concerned. The MTRC would closely observe the demands during the peak hours and make flexible transfers to ease the passengers flow. Besides, she said the reason why the MTRC suggested combining K53 and K58 was to increase the overall frequency of K53 and reduce the unstable frequency of K53 caused by the circular route. Through synergy effect, the frequency of K58 would be more stable. The MTRC would actively study different proposals in response to the demands for transport in the vicinity of the Castle Peak Bay and would continue discussion with Members.

125. The proposer of the paper said there was not enough transport service in So Kwun Wat area. When she took K53 the day before, she was pushed by other passengers next to the driver. She said district councillors went to their own constituency for inspection every day so they would understand the demands of the citizens very much. It was unreasonable that the Transport Department would not



consider enhancing the service until the completion of the new housing developments. The Transport Department was requested to reply specifically when they would submit to the TTC the improvement proposal for traffic planning in that area.

126. Mr. MOK of the Transport Department said the department would pay a site visit with the MTRC for the service level of K53 and would provide explanations to Members later. Besides, the department would closely observe the local development at So Kwun Wat. They had also noted there would be new housing development completed in 2018 for intake. The department would conduct a timely study on the arrangement of public transport. If there were any new proposals, Members would be consulted.

127. A Member said the traffic loading in the So Kwun Wat area had become greater. When he drove, he would use the Tuen Mun Highway to avoid the traffic congestion in the Castle Peak Road. However, the Transport Department had not made any specific reply so far. The department was requested to make a comprehensive review on the service in that area.

128. The Chairman concluded by saying that this issue would be passed to the Working Group on Traffic Problems within Tuen Mun District to take follow-up action.

Working Group  
on Traffic  
Problems within  
Tuen Mun  
District

#### **IV. Reporting Items**

##### **(A) Reports by Working Groups: Progress Reports of Working Groups as at 31.10.2016**

**(TTC Paper No. 71/2016)**

##### ***Working Group on Tuen Mun External Traffic***

129. Members noted all the contents of the paper.

130. A Member said the MTRC did not send a representative to attend the meeting of the working group some time ago. It was opined that the MTRC should send someone to attend the meeting if they were involved in the agenda. Moreover, he requested that the representative of the KMB should provide explanations on the progress of the provision of Octopus service at the BBI.

131. Mr. LAM Chi-ho of the KMB said the KMB submitted the application for provision of a customer service station at the BBI to the Tuen Mun District Land Office on 22 May 2015 in order to provide Octopus add-value service and route enquiries service at the BBI. At the unofficial meeting on 11 August 2016, the Tuen Mun District Land Office said it would take some time as the provision of customer service station involved change of land use. As the time for vetting the proposal concerned was long, the KMB improved the design of the customer service station and submitted it to the Transport Department on 18 October 2016. As the customer service station would provide a manual Octopus add-value service, there would be a fixed structure and a power room. If it was approved by the Transport Department and supported by the TTC, the KMB expected the customer service station would be completed within six months upon approval.

132. The Chairman said the TTC would certainly support the proposal concerned and enquired the Tuen Mun District Land Office about the vetting progress.

133. Mr. MOK Hing-cheung of the Tuen Mun District Land Office said the department had not learned of the application concerned yet. It would co-ordinate with the Transport Department.

134. Mr. MOK of the Transport Department said the department received KMB's revised proposal in October and was processing it according to internal procedures. If necessary, it would consult other departments later, including the Tuen Mun District Land Office.

135. A Member said it was pleasing to see some progress of the project. It was hoped that the Transport Department, Tuen Mun District Land Office and the KMB would work more closely together.

136. A Member added that during the unofficial meeting, the KMB had promised that the customer service station would provide manual Octopus add-value service only. Then it would be expanded to be a customer service centre. Somehow, the KMB broke its promise at last meeting and refused to set up a customer service station which would provide manual Octopus add-value service only. According to the reply from the Transport Department, it reflected that the KMB's revised proposal would not involve the provision of Octopus add-value service only.

137. The Chairman requested that the Transport Department, Tuen Mun District Land Office and the KMB should continue the discussion.

***Working Group on Traffic Problems within Tuen Mun District***

138. Members noted all the contents of the paper.

139. A Member said Registration and Electoral Office had replied to the proposal for the change of the basement of Tuen Mun Government Offices into a warehouse. She enquired the Chairman whether there would be discussion about the reply.

140. The Chairman said the working group should continue the follow-up of this issue. Besides, considering that it would take some time applying for the DC funds for this financial year and there had been no organisation successfully invited to hold activities in partnership, the two working groups resolved at the meeting respectively held on 19 October 2016 that the investigation concerned should be shelved.

**(B) Report by the Transport Department  
(TTC Paper No. 72/2016)**

141. Members noted all the contents of the paper.

142. A Member said the report indicated that the bus stop at Wong Chu Road went into operation on 22 September 2016. However, according to bus drivers, there was a bend down the road and the view was not clear. It was suggested providing a fish-eye type mirror. Besides, the speed limit in Wong Chu Road was 70 km/h but it was 50 km/h in the next section. The driver might not be able to apply the brake in time, which was very dangerous. It was suggested that the road section with a speed limit of 50 km/h should be moved back.

143. Ms. CHING Hoi-ying of the Transport Department replied that fish-eye type mirror was not standard road facility so its provision was not suggested. Besides, she would study the speed limit of the road section after the meeting.

144. A Member enquired the Transport Department whether the provision of a fish-eye type mirror in the road was against the traffic ordinance, and whether the department had any difficulties in the implementation.

145. The Chairman enquired the Transport Department how the department would improve the road condition if there was no fish-eye type mirror. It was suggested that the Transport Department and Members should pay a site visit.

146. Ms. CHING of the Transport Department replied that the department would study Members' views after the meeting.

147. A Member added that the bus stop there was not large enough for two buses to park at the same time. It was suggested that the Transport Department should examine whether the bus stop was long enough.

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

148. A Member said there were water pipe replacement works at the On Ting Estate Bus Stop in Tuen Mun Heung Sze Wui Road. Part of the road had been enclosed. A few days ago, there was a traffic accident during the peak hours in the morning causing serious congestion. As the construction works would take a very long time, she enquired the police how to handle the above emergency in future.

149. The Chairman said the police was requested to closely observe the traffic conditions. If there was any traffic accident, it should be followed up as soon as possible.

150. A Member said she had suggested the provision of hourly parking spaces in Lung Chak Road at last meeting of the TTC but so far the Transport Department had not paid a site visit there.

151. The Chairman said the Transport Department was requested to pay a site visit to the location together with the DC member of the constituency concerned as soon as possible.

Transport  
Department

152. A Member said an accident happened at the crossing in Tuen Mun Heung Sze Wui Road near Siu Lun Street on 5 November 2016. In the accident, a child was injured by a car. He requested that the police should provide explanations on the progress of investigation of the case and enquired whether the police would go to the scene with Transport Department and consider how to improve the design of the road.

153. Mr. WONG Lap-pun of the Hong Kong Police Force replied that traffic accidents involving casualties would be followed up by the Accident Investigation Section, which would look into the cause of the accident and examine the design of the road. If it was serious, the police would go to the scene together with the Transport Department for follow-up action on the same day. Besides, the police and the Transport Department would hold meetings regularly and maintain communication about matters related to traffic and roads.

Action

154. There being no other business, the meeting closed at 3:10 pm. The next meeting would be held at 9:30 am on Friday, 13 January 2017.

Tuen Mun District Council Secretariat

Date: 19 December 2016

File Ref: HAD TMDC/13/25/TTC/16