

Minutes of the 6<sup>th</sup> Meeting of  
the Traffic and Transport Committee (2018-2019) of  
the Tuen Mun District Council

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Date : 21 September 2018 (Friday)

Time : 9:32 a.m.

Venue : Tuen Mun District Council (TMDC) Conference Room

<u>Present</u>		<u>Time of Arrival</u>	<u>Time of Departure</u>
Mr SO Shiu-shing (Chairman)	TMDC Member	9:32 a.m.	End of meeting
Mr YIP Man-pan (Vice-chairman)	TMDC Member	9:32 a.m.	10:01 a.m.
Mr LEUNG Kin-man, BBS, MH, JP	TMDC Chairman	9:32 a.m.	End of meeting
Mr LEE Hung-sham, Lothar, BBS, MH	TMDC Vice-chairman	9:32 a.m.	End of meeting
Mr KWU Hon-keung	TMDC Member	9:36 a.m.	11:14 a.m.
Mr TO Sheck-yuen, MH	TMDC Member	9:32 a.m.	End of meeting
Mr CHU Yiu-wah	TMDC Member	9:32 a.m.	11:35 a.m.
Ms KONG Fung-yi	TMDC Member	9:32 a.m.	End of meeting
Mr NG Koon-hung	TMDC Member	9:32 a.m.	10:52 a.m.
Mr CHAN Yau-hoi, BBS, MH, JP	TMDC Member	9:32 a.m.	End of meeting
Ms WONG Lai-sheung, Catherine	TMDC Member	9:33 a.m.	End of meeting
Ms HO Hang-mui	TMDC Member	9:32 a.m.	13:01 p.m.
Mr LAM Chung-hoi	TMDC Member	9:32 a.m.	End of meeting
Mr TSUI Fan, MH	TMDC Member	9:32 a.m.	End of meeting
Ms CHING Chi-hung	TMDC Member	9:32 a.m.	10:33 a.m.
Ms LUNG Shui-hing, MH	TMDC Member	9:32 a.m.	End of meeting
Mr CHAN Man-wah, MH	TMDC Member	9:32 a.m.	End of meeting
Mr CHEUNG Hang-fai	TMDC Member	9:32 a.m.	12:46 p.m.
Ms CHU Shun-nga, Beatrice	TMDC Member	9:32 a.m.	End of meeting
Mr TSANG Hin-hong	TMDC Member	9:32 a.m.	End of meeting
Ms SO Ka-man	TMDC Member	9:32 a.m.	End of meeting
Mr MO Shing-fung	TMDC Member	9:32 a.m.	End of meeting
Mr YEUNG Chi-hang	TMDC Member	9:32 a.m.	End of meeting
Mr TAM Chun-yin	TMDC Member	9:32 a.m.	11:35 a.m.
Mr CHAN Wai-ming	Co-opted Member	9:46 a.m.	10:34 a.m.
Mr James CHAN	Co-opted Member	9:32 a.m.	End of meeting
Mr IP Pak-wing	Co-opted Member	9:32 a.m.	10:45 a.m.
Mr TSANG Tak-lung, Sam (Secretary)	Executive Officer (District Council) 2, Tuen Mun District Office, Home Affairs Department		

### By Invitation

Mr. WONG Kwok Leung	Senior Engineer 4/Transport Planning, Transport Department
Mr. TO Chi Keung, Gary	Senior Transport Officer/Railway 1, Transport Department
Mr. LAU Kai Cheung	Project Coordinator/NT2-3, Highways Department
Mr CHEUNG Chi Keung	Head of Operating – West Region, MTR Corporation Limited
Mr KOO Wai-kei	Light Rail Operations Manager, MTR Corporation Limited
Ms Annie LAM	Assistant Public Relations Manager – External Affairs, MTR Corporation Limited
Mr Dennis LEE	Manager, Planning & Development, The Kowloon Motor Bus Co. (1933) Ltd

### In Attendance

Mr. LEUNG Chun Him, Damon	Senior Transport Officer /Tuen Mun 1, Transport Department
Ms. TSE Sau Ching, Cammy	Senior Transport Officer/Tuen Mun 2, Transport Department
Miss CHING Hoi Ying, Janet	Engineer/Housing & Planning/New Territories West, Transport Department
Mr. CHUI Wing Luen	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. WU Fan	District Engineer/Tuen Mun, Highways Department
Mr. CHAN Yuen heng, Jason	Engineer/15 (West), Civil Engineering and Development Department
Mr TAM Kwok Leung	Administrative Assistant/Lands (Atg.) (District Lands Office, Tuen Mun), Lands Department
Mr Brian LAM	Assistant Operations Manager, Citybus
Mr Stephen WAN	Manager, Projects, The Kowloon Motor Bus Co. (1933) Ltd
Mr WONG Tsz Fung,	Operations Officer , Long Win Bus Company Limited
Mr. LEUNG Tsz Hong, Billy	Assistant District Officer (Tuen Mun)2, Home Affairs Department

### Absent

Mr CHAN Manwell, Leo	TMDC Member
Mr KAM Man-fung	TMDC Member
Mr YAN Siu-nam	TMDC Member

**I. Opening Remarks**

The Chairman welcomed all present to the 6th meeting of the Traffic and Transport Committee (“TTC”) (2018-2019).

2. The Chairman said that Mr YEUNG Chun-wai, Assistant Manager of the Kowloon Motor Bus (1933) Limited was transferred. On behalf of the TTC, the Chairman welcomed his successor Mr WAN Wai-yim and thanked Mr YEUNG for his cooperation with the TTC in the past.

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 it had not received any applications by Members for leave of absence.

**III. Confirmation of Minutes of the 5<sup>th</sup> Meeting (2018-2019)**

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

**IV. Discussion Items**

**A. The Public Transport Strategy Study - The Carrying Capacity of the Light Rail  
(TTC Paper No. 62/2018)**

6. The Chairman welcomed Mr Gary TO, Senior Transport Officer/Railway 1 of the Transport Department (“TD”), Mr CHEUNG Chi-keung, Head of Operating – West Region of the MTR Corporation Limited (“MTRCL”); Mr KU Wai-kei, Light Rail (“LR”) Operations Manager and Ms Annie LAM, Assistant Public Relations Manager of the LR, to the meeting.

7. Mr Gary TO of the MTRCL said that the government published the Public Transport Strategy Study in June 2017 and made several proposals on the improvements of LR facilities and carrying capacity. On this, the department concerned and the

MTRCL introduced the rationalization scheme of the LR routes to the TTC in July 2017. After collecting Members' comments, the MTRCL introduced the amended proposal to Members in July 2018. After last meeting, the MTRCL further amended the proposal concerned, including expeditious use of new LR vehicles, higher proportion of coupled-set vehicles, more vehicles of routes No. 505 and 507, frequency adjustment during the peak and off-peak hours and improvement of platform facilities.

8. Mr CHEUNG of the MTRC said he thanked Members for their provision of comments on the rationalization scheme of the LR routes at last meeting. After studying the comments concerned, the MTRCL proposed to keep the routes No. 614 and 615, slightly adjust the frequency of the two routes and increase the frequency of routes No. 614P and 615P at the same time so that the frequency of the LR routes arriving at the stops would be more even and the LR system would have room for effective operation of additional vehicles. He emphasised that the LR enhancement proposal was to overcome congestion of the LR system thus effectively increasing the carrying capacity of the LR. The MTRCL had compared the carrying capacity of the new vehicles used after route enhancement with that of the new vehicles used according to the current mode of operation. It was found that the carrying capacity of the former was 10 per cent higher than the latter. In other words, if new vehicles were used directly in the current mode of operation, it was difficult to increase the carrying capacity thus worsening the congestion. To go with the enhancement proposal, the proportion of coupled-set vehicles would be increased from 36% to 45%. The MTRCL would later elaborate how different LR stops in Tuen Mun would be benefited from the latest proposal. The MTRCL would also increase resources in many ways for the implementation of the proposal concerned, including improvement of the passenger information systems at the Siu Hong Stop and other LR stops and additional manpower to assist in maintaining order during the peak hours. According to observations, LR passengers in Tuen Mun mostly got on and off in the district. It was believed the proposal could benefit most of the Tuen Mun residents with the long-haul passengers' demands balanced. The MTRCL expected that the proposal concerned would straighten out the whole LR system and enormously increase the carrying capacity to benefit the passengers directly.

9. Mr KU of the MTRCL introduced the latest enhancement proposal of the LR routes by powerpoint (see Annex 1).

10. The Chairman said that the simulated information system in the powerpoint was shown in red for two minutes. He enquired the MTRCL about the reasons.

11. Mr KU of the MTRCL replied that the way the information was displayed was simulated effect only and the words in red represented the expected time of arrival of the next train. Red colour was used mainly for the passengers' identification. The MTRCL was now studying the arrangement on the overall information display of the system.

12. Members made the first round of comments and enquiries as follows:

- (i) A Member said that the proposal clearly could not improve the frequency of the Leung King LR Stop and San Wai LR Stop. For example, the frequency of route No. 615 would be changed from 10 to 18-minute to 18 to 19-minute interval. As there would be no coupled-set vehicles during the peak hours, the transport service in the western and northern areas in Tuen Mun would be undermined obviously. Moreover, the MTRCL made this proposal to improve the LR operation in Yuen Long so it was proposed to adjust the frequency of route No. 615 and passengers should change at the Siu Hong Stop to go to Yuen Long while the special frequency of route No. 610 was increased on the other hand. She did not think that the above proposal could bring any substantial improvement. Route No. 615 still provided service by single vehicle so they were very crowded during the peak hours. As the MTRCL were not willing to implement the operation of route No. 615 with coupled-set vehicles during the peak hours, she objected to the MTRCL's reduction of the frequency of route No. 615.
  
- (ii) A Member said that the LP had been in operation for 30 years. The Lam Tei Stop was very crowded during the peak hours in the morning but the widening works of the platform had not commenced. Therefore, he requested the MTRCL to deploy more manpower to maintain order during the peak hours in the morning to avoid accidents. Moreover, he had submitted discussion papers for three times for the extension of the roof at the LR Nei Wai Stop but the MTRCL did not accept. On the other hand, the LR basically monopolised the transport feeder service in the district. Rural residents needed to walk for nearly half hour to the LR stops but the MTRCL were not willing to launch the feeder bus service so he did not think the MTRCL were determined to improve the service. On the rationalization of the LR routes, the frequency which travelled past the LR Lam Tei Stop had not much change. However, he hoped that the government would consider the elevated LR system in the long run to avoid the recurrence of the accident in which a LR vehicle knocked down a dump truck in

Tsing Lun Road. Besides, he was not satisfied with the MTRCL for failing to send a representative of higher ranking to the meeting.

(iii) A Member said that the MTRCL earned ten billion dollars every year so they should provide better LR facilities. Therefore, the MTRCL should not bundle their work with the LR enhancement proposal. The Member requested the MTRCL to improve the facilities at the LR stops as soon as possible to show their determination on the improvement of LR services. Moreover, the MTRCL often could not provide coupled-set vehicles during the peak hours. Instead, they provided the service of coupled-set vehicles during the off-peak hours from 3 pm to 4pm or 9 pm to 10 pm only. Although the MTRCL promised to increase the proportion of coupled-set vehicles from 36% to 45%, he worried that the MTRCL could not honour the commitment concerned during actual operation. In fact, the Member had been requesting the MTRCL to provide the service of coupled-set vehicles and increase frequency but the amended proposal this time did not implement the request concerned and the frequency of routes No. 614 and 615 during the peak hours was changed from 10 to 18-minute to 18 to 19-minute interval. Therefore, he requested the MTRCL to enhance the proposal again; and

(iv) A Member said that the frequency of the LR route from the Tuen Mun Pier to the town centre should travel past the Tuen Mun Swimming Pool Stop, Goodview Garden Stop, Siu Lun Stop and On Ting Stop in theory. The powerpoint showed that the frequency of the route travelling past the On Ting Stop during the busiest one hour in the morning would increase from 48 trips to 52 trips so he enquired the MTRCL whether this meant the frequency of all the LR stops above would be increased to 52 trips per hour. He also requested the MTRCL to provide full explanation about details of the services of the additional trips above, e.g. route arrangement and service hours.

13. The Chairman said that the powerpoint showed the increased carriage flows at the Kin Sang Stop during the busiest one hour in the morning after implementation of the enhancement proposal. He enquired whether the figures also reflected the situations at the Leung King Stop and Tin King Stop. He also hoped that the MTRCL could express more clearly or Members would find it difficult to understand.

14. Mr CHEUNG of the MTRCL replied that the powerpoint only listed some LR stops as examples and showed the amount of headway travelling past the stops after the

implementation of the enhancement proposal. If the enhancement proposal could be implemented, the amount of headway of the same route travelling past other LR stops like the Kin Sang Stop would also increase like the Kin Sang Stop.

15. The Chairman enquired whether the LR trips which travelled past the Leung King Stop, Tin King Stop and Tuen Mun Hospital Stop every hour would be increased by 14% if the enhancement proposal could be implemented.

16. Mr KU of the MTRCL said that the number of trips which travelled past Leung King Stop was expected to increase from 35 trips to 38 trips per hour.

17. The Chairman said that using the number of trips as comparison would be clearer. Moreover, he believed that Members would not agree if the proposal this time would involve reduction of trips. According to the powerpoint presentation of the MTRCL, the proposal concerned could enhance the level of service but Members needed to consider the views of citizens.

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

- (i) A Member said most citizens did not know the MTRCL had proposed to reduce the frequency of route No. 615 from 21 to 23-minute interval so they would only feel that the MTRCL cut the frequency of 10 to 18-minute interval to 18 to 19-minute interval. In fact, passengers had hoped that the LR service between Tuen Mun and Yuen Long could be enhanced and the Member repeatedly requested the MTRCL to provide the service of coupled-set vehicles. Therefore, he opined that this proposal basically could not improve the LR service level. The MTRCL said the proportion of coupled-set vehicles would be increased from 36% to 45% and he requested the MTRCL to provide explanations about the details. On the improvement of platform facilities, the Member repeatedly suggested improvements of the barrier-free access, roof cover, passenger information panel and Octopus processor on the platform. Therefore, the MTRCL should give priority to the improvement of the facilities concerned to take care of the passengers who had special needs. Besides, the paper did not mention the problems that might arise after the implementation of the proposal and their solutions, e.g. how to straighten out the operation of crowded platforms. In conclusion, the LR service had made no substantial improvement since 2017. They not only had not promised the provision of the service of coupled-set vehicles, but the MTRCL also proposed reduction of frequency so he objected to this enhancement proposal;

- (ii) A Member said that routes No. 614 and 614P had been in operation for many years and become the major means of transportation for the residents in Tuen Mun East to go to Yuen Long. However, the MTRCL rarely provided coupled-set vehicles for the service concerned so the carriages were very crowded and some passengers could not get on the vehicles. He had requested the provision of coupled-set vehicles for the service concerned but the MTRCL proposed to cut the frequency of the above routes. Therefore, he did not think the proposal could improve the current LR service. He also suggested that the MTRCL should send staff to visit the King Fung Stop to look at the passengers waiting for the LR vehicles during the peak hours in the morning in order to experience the passengers' plight. He requested the MTRCL again to increase the provision of coupled-set vehicles for route No. 614 during the peak hours;
- (iii) A Member said that the proposal this time had slight improvements than the one in July 2018 but was still quite different from Member's expectation. She believed that most Members still found it difficult to accept this proposal. The MTRCL had intended to improve the operation of the LR in the Yuen Long District so it suggested reduction of the frequency of routes No. 614 and 615 from 10 to 18-minute interval to 18 to 19-minute interval and increase of the frequency of route No. 610. She said that this could not improve the operation of the LR in that area and would directly increase the waiting time of passengers of routes No. 614 and 615. She also suggested that the MTRCL should consider to put those vehicles for the enhancement of the services of routes No. 610 into routes No. 614 and 615. On platform facilities, she said that the MTRCL should continue with the improvement of platform facilities. No matter whether Members supported this enhancement proposal this time, the MTRCL should implement the suggestion concerned. They should not use the implementation of the enhancement proposal to exchange for the improvement of platform facilities. She requested the MTRCL to provide details on the improvement of the LR platform facilities, e.g. improved schedule and specific locations;
- (iv) A Member said that the MTRCL had repeatedly tried to convince Members to accept the proposal but she opined that Members should clearly understand the details concerned before making a decision. She agreed that the current proposal had some improvements than the previous one but it was still



difficult for people to accept it. The MTRCL proposed to increase the frequency of routes No. 614P and 615P from 9 to 12-minute interval to 6 to 9-minute interval. However, she queried whether the MTRCL could guarantee its stability or the frequency might still be at 12-minute interval during the actual operation. The MTRCL also proposed that the frequency of routes No. 614 and 615 should be changed from 21 to 23-minute interval in the old proposal to 18 to 19-minute interval while the frequency during the off-peak hours would maintain at 21 to 23-minute interval. If the intervals were erratic, passengers' actual waiting time might be as long as 30 minutes. As the frequency became lower and lower, she expected that the routes concerned would become less and less popular and the MTRCL would cancel the service concerned because of falling patronage. Therefore, she did not accept the above arrangement. She also requested the MTRCL to explain how many passengers would be expected to change vehicles at the LR Siu Hong Stop every day after the new proposal was implemented officially. In fact, the LR Siu Hong Stop had been very busy and there were more than ten passengers waiting for the vehicles in each queue during the peak hours. She said that the triangular platform at the stop could not accommodate large number of passengers. Some passengers needed to walk past the road, tracks and stairs to change vehicles. It would cause a lot of inconvenience to the wheel chair and pushchair users. She also requested the MTRCL to specify how many vehicles would run in the routes No. 614, 615, 614P and 615P before and after the implementation of the proposal;

- (v) A Member said that the MTRCL proposed to increase the frequency of routes No. 614 and 615P and reduce that of the routes No. 614 and 615. This meant that most of the passengers needed to change vehicles at the LR Siu Hong Stop. As the triangular-shaped platform was very crowded, it could not accommodate large number of passengers. Coupled with the intake of the Yan Tin Estate nearby, it was expected that there would be more passenger flow. Therefore, he viewed that the MTRCL's proposal had neglected passengers' safety indeed. The residents generally did not agree with the MTRCL's reduction of the frequency of routes No. 614 and 615 so he disagreed with this proposal. Moreover, the MTRCL should continue to improve platform facilities, including the LR Kin Sang Stop. They should not use improvement of platform facilities to exchange for Members' support on the proposal concerned;

- (vi) A Member said that residents in Tuen Mun mainly relied on the LR to travel to and from Yuen Long. The Member had repeatedly requested the increase of frequency and provision of coupled-set vehicles for the service. However, the MTRCL had not agreed for many years. In fact, the supply of LR service had fallen short of demand and the platforms were very crowded. For example, most vehicles of the route going to the town centre from the Tuen Mun Pier were almost full at the second LR stop. When it got to the On Ting Stop, waiting passengers could not get on the vehicles. Besides, the estimated time of arrival shown on the passenger information panels was not accurate. She said that the TD and the MTRCL should have an overall review on the passengers' demand for transport and make corresponding improvements. As the population in the district had been increasing, e.g. owing to the intake of the Yan Tin Estate, she did not agree with the MTRCL forcing the passengers to change vehicles at the Siu Hong Stop. She said that she did not accept the enhancement proposal this time;
- (vii) A Member said that this proposal was slightly improved than the old one. He had watched the operation of the LR at the LR Ming Kam Stop when schools term commenced. It was found that the frequency of the LR between 6:45 a.m. and 8 a.m. was not stable. There were two or three LR vehicles coming at the same time. There was also a moment when there was no LR vehicle coming for nearly 20 minutes so there were more and more waiting passengers thus making the platform very crowded. On the other hand, there would be provision of coupled-set vehicles for route No. 505 during the off-peak hours. It could be seen from this that the LR frequency was not stable thus making the passengers difficult to make plans so he hoped the MTRCL could study how to reduce the problem concerned and enhance the plan again;
- (viii) A Member said that the proposal this time was slightly improved than the old one and hoped that the MTRCL could make further improvements. The MTRCL said that if the proposal concerned was implemented, the overall carrying capacity of the LR could be increased by about 10% but this could not catch up with the increase of population in the district. Therefore, the MTRCL should further improve the LR service. He opined that the MTRCL had intended to improve the LR service but they just lacked the resources of LR vehicles. Therefore, he suggested that the MTRCL should suspend the replacement of LR vehicles of stage two and put the new vehicles

purchased earlier into the LR system directly. Besides, with the population growth in the future, the MTRCL should purchase another ten or more vehicles. He also pointed out that the MTRCL should not mix the enhancement of platform facilities with the change of route arrangement. He hoped that the MTRCL would provide explanations about the details of the improvement of platform facilities. He hoped that the MTRCL would be citizens-oriented and continue to enhance the LR service and put into resources for improvement;

- (ix) A Member said that MTRCL's proposal to change the frequency of route No. 615 from 10 to 18-minute interval to 18 to 19-minute interval was nothing but a retrograde step in service. Although the LR vehicles travelling past the Kin Sang Stop would be increased from 22 to 25 trips per hour, the total number of trips of the LR vehicles travelling the stop per hour did not have direct relation with the stability of the frequency so passengers might not be benefited directly. He said that only stable and high frequency could bring more passengers so he suggested that the MTRCL should consider to adjust the overall frequency at the stop to 25 trips of single vehicle per hour. Then there would be higher frequency. In addition, the MTRCL should not bundle the arrangement of LR routes with the improvement of platform facilities. He also hoped that the MTRC could actually work out a proposal on the actual improvement of the LR service;
- (x) A Member said that the proposal this time had some improvements, including proposal on the improvement of platform facilities and the passenger signage system. The MTRCL should not use this as a condition for exchange. Instead, they should continue to improve and enhance the facilities concerned. In fact, the population in Tuen Mun had been increasing, e.g. there would be an increase of 2,900 flats in Area 28 and 3,500 flats in Area 17. It was expected that the LR service in the district in future could not cope with the demand of the additional population. Somehow, the MTRCL proposed the frequency adjustment in light of the operation in the Yuen Long but the proposal was doing more harm than good. It could not really improve the overall LR service. Therefore, she hoped that the MTRCL could review the proposal concerned again in light of the population growth in the future and make improvements which could really benefit the residents;
- (xi) A Member said that the proposal would do nothing but force the residents in Kin Sang, Po Tin, Leung King, San Wai, Tin King, Yan Tin, On Ting, Yau Oi

and Prime View Garden to change vehicles at the Siu Hong Stop. However, the triangular-shaped platform at the stop could not accommodate a large number of passengers. If the TD approved the MTRCL to implement the proposal concerned and there were any accidents in future, the Department should be held responsible. Besides, he expected that it would take a very long time for passengers to change vehicles to go to Yuen Long in future, so he firmly objected to the proposal concerned.

19. Mr KU of the MTRCL gave a reply, which was summarised as follows:
- (i) The MTRCL made the LR enhancement proposal to overcome the problem of the unstable frequency of the LR. The LR were often obstructed by the road conditions from time to time so the estimated time of arrivals of the vehicles needed real-time adjustment if necessary;
  - (ii) The MTRCL would increase the overall number of vehicles, including coupled-set vehicles so that the overall carrying capacity in future would increase. The increase of vehicles without implementing the captioned proposal might not enhance the carrying capacity of the LR system. If the proposal concerned could be implemented, the whole LR system could have more room to accommodate additional vehicles instead. Then they could be used effectively and serve the passengers when the frequency was even out;
  - (iii) During the busiest one hour in the morning, there were about 200 passengers of routes No. 614 and 615 who would stay in the vehicles to go to Yuen Long after reaching the Siu Hong Stop. The MTRCL expected that if the proposal concerned could be implemented, the carrying capacity of the routes concerned could be increased to 1,000 passengers. Then the passenger flow at the stop would be greatly improved and the needs of the passengers of routes No. 614 and 615 could be completely taken care of. Moreover, most of the passengers needed to change vehicles at the same platform of the Siu Hong Stop only and needed not walk across the tracks;
  - (iv) Although the frequency of routes No. 614 and 615 would be adjusted from 10 to 18-minute interval to 18 to 19-minute interval, currently the routes concerned could not reach the stop and provide service according to the above schedule owing to the delays in traffic from time to time. At present, there were seven vehicles running in routes No. 614 and 615 respectively and four of them would travel past the Siu Hong Stop every hour. If the

proposal was implemented, there would still be three vehicles of routes No. 614 and 615 travelling past the Siu Hong Stop every hour. Besides, the MTRCL would increase the frequency of routes No. 614P and 615P. Currently, there were five vehicles travelling past the Siu Hong Stop every hour and the number would be increased to eight vehicles every hour in future;

- (v) If the proposal could be implemented, the frequency was straightened out and the system congestion was improved, there would be additional four LR vehicles to be put into service in the coming year while the additional vehicles would mostly be used for the provision of the service by coupled-set vehicles;
- (vi) The MTRCL put \$8 billion into the maintenance and replacement of railway equipment last year. They had also continued to put resources in the improvement of the LR facilities and services for many years, e.g. the LR Tai Tong Stop and Lam Tei Stop. If necessary, the MTRCL would be pleased to pay a site visit of the various LR stops with Members; and
- (vii) The proportion of coupled-set vehicles during the peak hours would be increased from 36% to 45%.

20. The Chairman said that Members had fully expressed their comments on this agenda item. He suggested that it should be passed to the Working Group on Traffic Problems within Tuen Mun District to follow up.

21. A Member showed regret that the MTRCL had insisted on the reduction of the frequency of routes No. 614 and 615 and left the meeting as a protest.

22. A Member said that the MTRCL should consider elevated LR system.

23. The Chairman said that this agenda item would be passed to the Working Group on Traffic Problems within Tuen Mun District to follow up.

24. A Member opined that the TTC should continue discussion of this agenda item and should not pass it to the working group to follow up.

25. The Chairman replied that he had stated he would spend only one hour on this

agenda item.

26. Once again, a Member objected to the MTRCL's reduction of the frequency of routes No. 614 and 615.

(At this moment, several Members spoke at the same time so the Chairman announced that the meeting would be adjourned for 5 minutes.)

27. The Chairman announced resumption of the meeting and asked the MTRCL to reply.

28. Mr CHEUNG of the MTRCL gave a reply, which was summarised as follows:

- (i) There were often congestions at some road sections of the LR system. If there were more new vehicles put into operation, the stability of the frequency of the LR would become worse. Therefore, the MTRCL proposed that the frequency of some routes should be slightly adjusted to straighten out the operation of the whole system so that the effectiveness of additional vehicles would be more significant. If additional resources alone could overcome the problem, the MTRCL would not have prepared the amended proposals and discussed with Members for many times;
- (ii) The LR routes travelling via Yuen Long Main Road and the Castle Peak Road (Tuen Mun to Yuen Long) were often congested owing to the difference in the time of frequency, thus affecting the services of the routes No. 610, 614 and 615 in Tuen Mun. Therefore, the MTRCL made the improvement proposal to avoid the congestion in Yuen Long affecting the Tuen Mun District;
- (iii) The MTRC needed to fine-tune the LR service in the Tuen Mun District to straighten out the LR service in the Tuen Mun District and increase the overall LR frequency and carrying capacity in the district. Somehow, some passengers who would go to Yuen Long would need to change vehicles at the Siu Hong Stop owing to the adjustment. He emphasised that the MTRCL did not reduce the resources that would be put into the LR system. Instead, the MTRCL would gradually increase new resources so that the additional resources would be used more effectively;
- (iv) It was hoped that Members could understand there were some limitations in the LR system so the MTRCL needed to fine-tune the LR service in Tuen Mun. If the MTRCL failed to put the proposal on trial and put the new

- vehicles into the LR system directly next year, the operation of the LR in future would become much worse than the present. If Members wanted the MTRCL to increase vehicles according to the current mode of operation, the MTRCL would respect Members' views. However, he said that this was not the best mode of operation. He reiterated that the MTRCL had tried to provide a good service wholeheartedly and would continue to put into more resources for improvements. Therefore, he hoped that Members could consider to allow the MTRCL to put the proposal concerned on trial. Although the proposal would make small number of passengers change vehicles at the Siu Hong Stop, most of the residents would be benefited; and
- (v) The MTRCL would review thoroughly after the meeting to see how additional vehicles were deployed to provide service to passengers effectively when the frequency of the current routes remained unchanged. Members would be briefed if there was further information.

29. The Chairman enquired whether the MTRCL would consider to withdraw the proposal. If yes, he would not deal with this agenda item any more.

30. Mr CHEUNG of the MTRCL said that the MTRCL of course hoped that Members would allow the MTRCL to put the proposal on trial. However, if Members insisted on the objection to the proposal, the MTRCL could do nothing but withdraw the proposal and put additional vehicles into the current LR system directly.

31. The Chairman said that as the MTRCL withdrew the proposal, the TTC did not need to deal with the agenda item for the time being. He requested the MTRCL to timely report on the situation after the new vehicles were put into service.

**B. Provision of Additional Bicycle Parking Facilities in Tuen Mun District  
(TTC Paper No. 63/2018)**

32. The Chairman welcomed Mr WONG Kwok-leung, Senior Engineer 4/Transport Planning of the Transport Department and Mr LAU Kai-cheung, Project Coordinator/NT 2-3 of the Highways Department to the meeting.

33. Mr WONG of the TD said that the TD had studied the improvement of cycling tracks and bicycle parking facilities in nine new towns some time earlier. The study concerned was completed in 2017 and there were short-term, medium-term and long-term improvement proposals. The short-term proposal suggested the provision of 132 additional bicycle parking spaces in Tuen Mun and the works concerned had been

completed in the middle of 2018. The TD introduced the medium-term proposal on the improvement measures to the TTC at last meeting and learned that Members wanted the Department to conduct thorough consultation on the proposal concerned. Therefore, the Department contacted the stakeholders concerned respectively and slightly amended the proposal. He introduced the content of the paper by powerpoint (see Annex 2).

34. A Member showed support on the captioned proposal. He also said that there were a lot of obsolete bicycles at the bicycle parking spaces under the footbridge outside San Ching Street and San Hui Market making a mess. This showed that the TD did not make any supervision after the bicycle parking spaces were completed. On the other hand, there were more than one hundred bicycle parking spaces near the Siu Hong Court but the utilization rate was not high. Although the TMDC would remove the illegally parked bicycles together with the Food and Environmental Hygiene Department and the Lands Department, the bicycle parking spaces were rarely cleared during the operations. Therefore, he hoped that the TD would send officers to monitor the use of the bicycle parking spaces and step up control.

35. A Member said that he supported the provision of additional bicycle parking spaces. He also said that many bicycle parking spaces were occupied by shared bicycles, pushchairs and shopping trolleys together with piles of rubbish so cyclists could not use the facilities concerned. This showed that the TD was slack in the management after the provision of the bicycle parking spaces. Besides, although the Department actively provided bicycle parking spaces, citizens did not have strong desire on the use of bicycle parking spaces so the utilization rate of the bicycle parking spaces was not high. It could be seen from this that provision of excessive bicycle parking spaces would cause many control problems. Therefore, he hoped that the TD could enhance control. Moreover, the department concerned would give a 48-hour notice prior to the removal of the bicycles in accordance with the Lands (Miscellaneous Provisions) Ordinance but the bicycles owners would move the parking locations of the bicycles a little bit during the period of notice. Then the department concerned could not remove the bicycles concerned in accordance with the law so he hoped that the department concerned would study the revision of the law concerned.

36. The Chairman requested the TD to consider Members' comments.

(C) **Code of Practice for Automated Dockless Bicycle Rental Service**  
(TTC Paper No. 64/2018)



37. Mr WONG of the TD said that since 2017 there had been private companies which gradually put bicycles at different places in Hong Kong and allowed citizens to rent the bicycles through mobile applications, commonly known as shared bicycles. The business nature of these companies was no different from traditional bicycle renting companies. As the business concerned caused a lot of problems, the TD proposed the Code of Practice for Automated Dockless Bicycle Rental Service (“the Code”). He introduced the paper by powerpoint (see Annex 3).

38. Members made comments and enquiries as follows:

- (i) A Member said that shared bicycles caused a lot of problems in the community and citizens were grumbling a lot. He worried that the Code would encourage citizens to ride bicycles for travel instead thus worsening the problem. The cycle track in Tuen Mun was not continuous and people could ride bicycles in the roads. As the Castle Peak Road and the roads in suburban areas in Tuen Mun were not good, encouraging people to ride bicycles might cause danger to the cyclists and the motorists. In fact, there was a cyclist killed in a traffic accident near the Bauhinia Garden some years earlier. As the shared bicycles caused a lot of problems, the Department should not encourage citizens to use bicycles as a means of transport feeder service for short distance;
- (ii) A Member said that since the Code had no binding force, the industry might cooperate at the beginning of the implementation of the Code. However, its effectiveness would be doubted after a period of time. Besides, there were pedestrians, bicycles and LR vehicles scrambling for space at the three intersections of the LR Ho Tin Stop, Choy Yee Bridge Stop and Affluence Stop, causing a lot of danger. Of them, there was an accident at the Ho Tin Stop so he requested the TD to improve the road sections concerned to avoid accidents before the introduction of the Code. On the other hand, the TD’s provision of elastic plastic poles to replace low steel poles at the cycle tracks could not make the cyclists reduce speed at the end of the cycle tracks. Therefore, he hoped that when the bicycle facilities concerned were improved, the TD should take care of the safety of other road users. On the ordinance related to bicycles, the Department could remove the obstructing bicycles in accordance with the Road Safety (Parking) Ordinance and the Summary Offence Ordinance. However, the law was not enforced stringently so he suggested the government should outsource the work concerned to enhance the efficiency in the handling of the complaints about obstructions caused by

bicycles. Moreover, currently there was no ordinance concerned to provide that cyclists needed to get off when reaching junctions. This reflected that the government needed to review and amend the ordinance concerned for the Code to be introduced;

(iii) A Member said that many problems arose after the first shared bicycle company entered Hong Kong. For example, some cyclists parked the bicycles for convenience in a disorderly way. There were even cyclists who parked their bicycles within the area of private housing estates. Then the management companies needed to move the bicycles out of the housing estates to allow the bicycle companies to recover the bicycles. Therefore, she enquired the TD how to deal with the situation concerned. She had requested the department concerned to introduce a code of business practice for the operators' compliance. Therefore, the Department's introduction of the Code concerned now was an improvement. Moreover, there was a shared bicycle company which ceased operation some time earlier. However, citizens could get back the deposit only but not the balance in their accounts. She enquired the Department what assistance would be given. The Code that the TD would introduce did not cover the aftercare measures after the operator's business ceased operation, including how to assist the citizens in getting back the balance in their accounts; and

(iv) A Member said that the operation of shared bicycles was a commercial practice using the resources of the government. She agreed with the TD's promotion of Green Transportation. However, as most of the housing estates in Tuen Mun were close to stations and citizens needed no transport feeder service while most of the residents in the suburban areas had their own bicycles to travel between their homes and stations. Therefore, citizens rented shared bicycles mostly for leisure purpose. At present, the government's management of the shared bicycles were confusing. Therefore, the introduction of the Code concerned was an improvement but the government needed to consider the provision of policy and legislation in the long run. She opined that it was not adequate to rely on the Lands (Miscellaneous) Ordinance to remove the illegally parked bicycles and there would be difficulties during enforcement. Therefore, the department concerned needed the provision of legislation and penalty for regulation.

39. The Chairman concluded that implementation of the Code concerned was not

adequate. The government should consider the provision of legislation to strengthen enforcement in the long run. He requested the TD to consider Members' comments.

(D) **Request for the Provision of Metered Parking Spaces on the Roadside of Hang Kwai Street**  
(TTC Paper No. 65/2018)

40. Ms CHING of the TD said that the provision of parking spaces on the roadside needed a balance of considerations like traffic flow, demand for loading and unloading goods and parking needs. Vehicles should try to park in the car parks inside buildings or away from the roads as much as possible so that the spaces in the roads would be used by traffic and loading and unloading activities on the roadside and improvement of road environment as much as possible. The car parks in the properties near Hang Kwai Street (e.g. Nerine Cove, the Sea Crest and the Tuen Mun Central Square) provided 500 parking spaces for tenants, visitors and office occupants. There was also a public car park in the Tuen Mun Central Square providing a total of 325 public parking spaces. Besides, there were several car parks of short-term tenancy in Tuen Yee Street and Hoi Wah Road which provided about 700 parking spaces. As investigated by the Department, the daily utilization rate of the above car parks was 80 per cent or so. The Department would continue to monitor the use of the parking facilities in that area. If necessary, there would be suitable facilities provided. On the situation of illegal parking, as arranged by the Working Group on Traffic Problems within Tuen Mun District under the TMDC, the Department and the district councillor of the constituency concerned, the convener of the working group and the police paid a site visit in the vicinity of Hang Kwai Street on 29 August 2018 to know more about the situation of vehicles parking on the roadside and Members' concerns. As large vehicles parking on the roadside would block the views of the pedestrians, the Department intended to provide parking spaces concerned in Hoi Wah Road nearby to ease the situation of large vehicles parking on the roadside of Hang Kwai Street. The Department would consult the department concerned on the proposal and consult district people through the TMDO. It would be implemented if there was consent received.

41. The Chairman requested the TD to consult the first proposer of the paper and the district councillor of the constituency concerned and pass this agenda item to the Working Group on Traffic Problems within Tuen Mun District to follow up.

(E) **Request for the Provision of Luggage Racks on All B3 Series**

Working Group  
on Traffic  
Problems  
within Tuen  
Mun District

### **Cross-boundary Buses**

#### **(TTC Paper No. 66/2018) (Reply from Citybus Limited)**

42. One of the proposers of the paper said that the B3 series mainly pick up cross-boundary passengers so most of the passengers would carry luggage for their journey. However, currently many buses of B3 series were not provided with luggage racks so some passengers put their luggage in the area for the disabled. There were often piles of luggage thus affecting the boarding and alighting of passengers. When the buses were moving, some luggage would slide in the bus compartment affecting the safety of travel and passengers. Therefore, she hoped that the TD and the Citybus would jointly study how to improve the problem concerned.

43. A Member said that passengers of B3 series would mostly carry large luggage for their journey. However, not all the vehicles were provided with luggage racks so the passengers put the luggage in the area for the disabled. As they could not control how the luggage was placed, it was very messy. Therefore, the Citybus needed to deploy more buses with luggage racks to run in the route concerned.

44. Mr LAM Chi-keung of the Citybus said that the Citybus knew that most cross-boundary passengers would carry luggage for their journey. Under normal establishment, the Citybus would deploy the buses with luggage racks for the service. However, during the peak period like holidays, the Citybus would withdraw other vehicles to run in the route so some of them might not be provided with luggage racks. Then the Citybus would arrange for more front-line staff at the bus stops to provide guidance and assistance to the tourists on the way the luggage should be placed. Recently, the Citybus had learned that the luggage on some trips of the buses was not placed properly so investigations were made immediately. There had been no similar situation recently. Moreover, there were signs in the bus compartment reminding passengers to use the luggage racks properly. He hoped Members should understand that the Citybus might not be able to deploy more vehicles with luggage racks during the peak periods and holidays and the provision of luggage racks would occupy the space in the bus compartment. Somehow, the Citybus would strike a balance between the passengers' needs and travel safety.

45. The Chairman said that the Citybus should solve the problem concerned in many ways, e.g. provision of foldable and movable luggage racks, to properly use the space in the bus compartment and protect the passengers' safety.

46. A Member said that the queue at the bus stop of B3X at the Tuen Mun Town

Centre on Fridays, Saturdays and Sundays was very long and most of the passengers would carry large luggage. She enquired how the Citybus would control the situation concerned through the front-line staff. For example, would they not allow passengers to get on the bus after the area for the disabled was full of luggage? She also requested the Citybus to deploy more buses with luggage racks to run in the route concerned.

47. A Member said that the Citybus not only needed to consider the provision of luggage racks, but they also needed to step up control on passengers' luggage, including the consideration to revise the operation regulations. On short-term measures, the Citybus could consider to deploy more vehicles and separate the passengers at the bus stops.

48. The Chairman said that the Citybus could consider to separate the passengers at the bus stop. For example, they should separate the passengers who were carrying luggage from those who were not. He requested the Citybus to consider Members' views.

**(F) Request for the Provision of a Bus Route Running between Bus Interchange and Tuen Mun Pier**  
**(TTC Paper No. 67/2018)**  
**(Reply from Transport Department)**

49. The first proposer of the paper said that since the Tuen Mun Road Bus-Bus Interchange (the "Interchange") was opened, more and more passengers changed buses at the Interchange. During the peak hours in the afternoon, the queue waiting for buses at the Interchange to go to Area 18 for Tuen Mun was the longest. As she investigated, this was one of the problems that the passengers expected to reduce the most. Therefore, she suggested the provision of a bus route at Sham Tseng or the Interchange between 7:30 p.m. and 8:30 p.m. to pick up the passengers waiting at the Interchange for the Tuen Mun Pier.

50. Mr Damon LEUNG of the TD said that in addition to routes No. 59M and 59X, passengers could choose to take route No. 259D and 259X to go to the area of the Tuen Mun Pier during the peak hours in the afternoon. The waiting location of the queues for the above two routes were in the same waiting area of routes No. 59M and 59X so the passengers could wait for the above four routes at the same time. The frequency of the route No. 59M for the Tuen Mun Pier during the peak hours in the afternoon was at a 3 to 6-minute interval while that of route 59X was at a 4 to 9-minute interval. According to the Department's recent survey, routes No. 59M and 59X

provided an average of combined frequency at a 2 to 3-minute interval during the peak hours in the afternoon. On the suggestion in the paper for the provision of a bus route at the Interchange, empty buses might come after routes No. 59X or 59M at the Interchange because the road conditions were different every day so their patronage might not be sufficient. Moreover, the space at the Interchange was limited so it was difficult for empty buses to stay at the Interchange for a long time. Therefore, the Department had reservations on this proposal but the Department and KMB would note the patronage of routes No. 59M, 59X, 259D and 259X.

51. A Member said that the routes of No. 259D and 259X were rather circuitous and the fares were higher so she opined that the Department's reply was not practical and hoped that the Department would consider the proposal in the paper carefully.

52. Members made comments and enquiries as follows:

(i) A Member said that he agreed with the captioned proposal. As the passenger flow during the peak hours in the afternoon (about 6 p.m. – 8 p.m.) was quite high, he hoped that the Department or the bus company could provide the data concerned if the TD or the bus company thought that the Interchange could still cope with the passenger flow during the above time slot. He requested the Department to provide a short-haul circular bus route during the above time slot for separate passengers while the arrangement on specific routing and service hours could be discussed in details by the working group;

(ii) A Member said that he agreed with the contents of the captioned paper. Originally, there were three bus routes going to the Tuen Mun Pier at the Interchange, including routes No. 59A, 59M and 59X. After the service adjustment of 59A, however, passengers could choose to take 59M or 59X only. Although the combined frequency of the routes No. 59M and 59X was at about 2 to 3-minute interval, residents at the Melody Garden, Butterfly Estate and Siu Shan Court could choose to take 59M only and the frequency of this route was at a 5 to 6-minute interval. If there were lost trips, there would only be one trip every ten minutes during the peak hours. During the off-peak hours, there would only be a bus every 12 to 13 minutes and it was not satisfactory. Besides, most of the buses of route No. 59M were full after departing the Tsuen Wan Terminus and only few passengers would get off at the Interchange. Therefore, the passengers waiting at the Interchange found it very difficult to get on the bus. He had been requesting the TD to increase

the frequency of the route No. 59M. If the Department failed to respond to this request, he suggested that the Department should consider the provision of a circuitous bus route travelling between the Interchange and the Tuen Mun Pier. He also suggested that discussion of this agenda item should continue or it should be passed to the working group to follow up; and

- (iii) A Member agreed with other Members. The queue of the routes No. 59M and 59X for Tuen Mun was the longest at the Interchange and the queuing was rather chaotic. When the route No. 59M travelled past the Interchange, it was already full and the waiting passengers found it difficult to get on the bus. Therefore, he hoped that the TD would take the problem concerned seriously and provide two to three short-haul special trips of buses for the Tuen Mun Pier at the Interchange in order to ease the passenger flow.

53. The Chairman suggested that the TD should study the provision of one to two buses going to the Tuen Mun Pier at the Interchange during the peak hours in the afternoon to pick up more passengers.

54. Mr WAN Wai-yim of the KMB said that the longest queue at the Interchange waiting for the bus in the direction of Tuen Mun was the one going to the Tuen Mun Pier. The overall frequency of the routes No. 59M, 59X and 259D was at about 1 to 2-minute interval. Although some passengers needed to wait for more than one trip before getting on a bus, the total waiting time was about 4 to 6 minutes only. On the suggestion in the paper, as the Tuen Mun-bound buses at the Interchange during the peak hours in the afternoon were very crowded, the feasibility of putting empty buses at that location was not high. It would also be difficult to attract passengers if empty buses were put at the lower level of the Interchange. However, the KMB would continue to pay attention to the service level of route No. 59M.

55. The Chairman said that this agenda item would be passed to the Working Group on Tuen Mun External Traffic to follow up.

Working Group  
on Tuen Mun  
External Traffic

- (G) **Request for the Introduction of “Smart Car Park” for Optimal Use of Space to Alleviate the Problem of Insufficient Parking Spaces**  
(TTC Paper No. 68/2018)  
(Reply from Transport Department)  
(Reply from Planning Department)

56. The Chairman said that the TD and the Planning Department (“PD”) submitted written replies before the meeting and the Secretariat distributed the written replies concerned to Members on 19 September 2018.

57. The first proposer of the paper said that there were more and more vehicles in Hong Kong but parking spaces were insufficient. There was now a plan to build a Smart Car Park in Tsuen Wan and the number of parking spaces would be increased with the introduction of mechanical facilities and fewer lanes in the car park. The plan concerned could double the 500 parking spaces to 1,000. Therefore, he suggested that the TD should consider the implementation of a similar plan in Tuen Mun. Besides, the TD provided the real-time number of parking spaces of about 60 car parks by Hong Kong e-Routing. However, there were few car parks which participated in the plan and some of the car parks of the Housing Department could not provide the exact number of parking spaces either. For example, the application concerned could not show the remaining number of parking spaces at the Siu Hong Court Car Park but only the signs of Full or Vacant instead. Therefore, he hoped that the Department could encourage more car park operators to participate in the plan concerned.

58. Ms Janet CHING of the TD said that she would pass the above comments to the section of the Department in charge of the study concerned for their consideration.

59. The Chairman enquired the first proposer of the paper whether he agreed to pass this agenda item to the working group to follow up.

60. The first proposer of the paper said that there was a plan to build a Smart Car Park in Tsuen Wan, which reflected that the Department had been conducting the study concerned. Therefore, he requested the Department to explain when the plan concerned would be implemented in Tuen Mun and urged the Department to submit a works schedule.

61. The Chairman said that there would be little progress on this agenda item in the near future and he suggested passing it to the working group to follow up.

62. A Member said that since there was a plan to build a Smart Car Park in Tsuen Wan, the Department should provide details of the plan in brief and state the preliminary direction of Tuen Mun. She said that the Department’s reply was too rash and unacceptable. She agreed to pass this agenda item to the working group to follow up.



63. The Chairman concluded that this agenda item would be passed to the Working Group on Traffic Problem within Tuen Mun District.

(H) **Request for Strengthening the Supervision of the Services of Minibus No. 46A**  
**(TTC Paper No. 69/2018)**  
**(Reply from Transport Department)**

64. The Chairman said that the TD submitted their written reply before the meeting and the Secretariat distributed the written reply concerned to Members on 19 September 2018.

65. The first proposer of the paper said that the service of the minibus No. 46A was not satisfactory and passengers complained about lost trips and delays of the minibus from time to time. Recently, a passenger relayed that he had waited at the Tuen Mun Heung Sze Wui Road at 2 p.m. for more than one hour but the minibus did not come. As the minibus drivers needed to hand over at the above time slot and they always went to the petrol station after taking over, the service between 2 p.m. to 2:45 p.m. was delayed. She had relayed this problem to the operator and asked them to deploy another minibus to take over during the time slot of handover. Yesterday, she conducted an investigation into the service concerned at the Tuen Mun Town Centre and found that a minibus arrived at the stop at 2:10 p.m. and the next one came at 2:33 p.m. As the frequency of the minibuses was at a 15-minute interval, the second minibus was eight minutes later than the time stated in the schedule of service. Moreover, the operator of this route seldom managed the facilities at the bus stop. For example, the colour of the stop sign at the Noble Place Tower II faded and there was no stop sign at the town centre. Some of the drivers did not provide service according to the scheduled route. She once saw a minibus No. 46 going straight to the Tuen Mun Road without passing the Tuen Mun Heung Sze Wui Road. She said that if the operator did not intend to improve the service, the Department should put the service out to tender again.

66. Ms Cammy TSE of the TD said that the Department would arrange site investigations of the service of the maxicab route No. 46A from time to time. If there was anything wrong found, they would have a meeting with the operator to follow up. Recently, the Department had made investigations during the peak hours in the morning and afternoon respectively and found that the overall frequency of the route was at about 13 to 15-minute intervals, meeting the requirement of 15 to 30-minute intervals in the schedule of service. The TD had urged the operator that the current frequency

should not be affected during the period of handover. To provide a stable service, the operator would arrange different handover time slots after about 12 pm. At present, the current handover time slots could meet the provisions in the schedule of service in general. The Department also requested the operator to replace the stop sign of route No. 46A as soon as possible. The operator expected that the works would be completed in October 2018 and the Department would inform the councillors concerned at that time. Besides, the Department required the operator to provide service according to the specified route and the Department would continue to closely supervise the service of the route No. 46A.

(Post-meeting note: the operator replaced the stop sign of route No. 46A in stages at the beginning of November 2018. It was expected that the installation works would be completed within this month. The TD would inform the councilors concerned of the latest progress in due course.)

67. The Chairman said that if Members found any non-compliance on the part of the service operator of the minibus, they could relay their comments to the TD directly.

68. A Member said that the frequency of the minibus route 44 series was unstable.

69. The Chairman said that this agenda item was about minibus route No. 46A.

70. The first proposer of the paper was not satisfied with the TD's reply. She reiterated that she had seen minibus route No. 46 going to the Tuen Mun Road without passing Tuen Mun Heung Sze Wui Road. She also requested the Department to explain when the replacement works of the stop sign of the route No. 46A would be completed.

71. The Chairman requested the TD to contact the first proposer of the paper directly.

Transport  
Department

(L) **Request for Improvement to the Services of Green Minibus Route 43 Series**  
**(TTC Paper No. 70/2018)**  
**(Reply from Transport Department)**

72. The Chairman said that the TD submitted their written reply before the meeting and the Secretariat distributed the written reply to Members on 19 September 2018.

73. The first proposer of the paper said that Members received complaints about

the minibus service from time to time, including routes No. 43 and 46A and other routes. However, the Department replied that they had supervised the operator concerned and would step up supervisions but the service level was still not improved. She made an investigation into its service level at the terminus of minibus route No. 43 and the Department made random checks on the daily operation of the minibus service from time to time. Somehow, the Department failed to take any deterrent follow-up measures so the operator did not make corresponding improvements. Moreover, the Department's written reply said the minibus service would be delayed by illegal parking problems in the road. She opined that the comment was to put first things last and hoped that the Department would admit that the current level of minibus service was not satisfactory and proceed with the solution of the problem as soon as possible. She requested the Department to explain what deterrent measures would be taken to supervise the minibus service and under what circumstance would the measures concerned be taken.

74. The Chairman enquired the TD whether they had issued warning letters to the operator and whether they would consider cancellation of their operation right.

75. A Member said that different Members submitted discussion papers on routes No. 46A and 43 one after one. Another Member talked about the operation of minibus route 44 series, which reflected that the minibus service in the district was not satisfactory. On this, she had submitted a discussion paper on the launch of a bus service between Sheung Shui and Tuen Mun to make up for the deficiency of minibus route 44 series but it was rejected by the TD. In fact, citizens often relayed to councillors on the minibus service problem but there was no improvement despite the Department's repeated advice to the operator. Therefore, she had queries on the Department's supervision mechanism of the minibus service operator and estimated that the Department had not issued any warning letter to the operator concerned officially. When the operator applied for the operation right of the routes concerned, they should promise to provide a stable service. Therefore, the Department should pay a site inspection to see if the operator honoured their commitment. Besides, although she had not submitted a discussion paper on the minibus route 44 series, she would be pleased to go to the terminus of the route at the San Wai Court to listen to the views of the passengers with the representative of the TD.

76. A Member said the TD's reply said it was found that the service concerned met the provisions of the schedule of service after investigation. However, passengers complained about their lost trips of the minibus service from time to time so she was

doubtful about the finding concerned. Moreover, although the Department had supervised the minibus service, there was no penalty so the minibus service operator basically did not intend to enhance the service level. She said that if the minibus service operator's performance had not been satisfactory for a long time, the TD should practically consider to put the service concerned out to tender again to solve the problem concerned completely.

77. The Chairman requested the TD to contact the first proposer of the paper to see how to supervise the minibus service.

78. The first proposer of the paper requested the TD again to explain whether there was any penalty on the minibus service operator whose service performance was not satisfactory.

79. Mr LEUNG of the TD said that all the green minibus bus service operators needed to provide service according to the schedule of service. The Department would also pay site inspections of the service level of different routes and take corresponding follow-up actions with the operator. If the problem remained not reduced, the Department would not rule out the issuance of warning letters. According to the Department's current monitoring mechanism, the TD would regularly assess the service quality of the minibus service operator, including the service level, financial performance, passengers' complaints and facilities, and whether they provided service according to the schedule of service. If their assessments were not good, the Department would consider to shorten its operation period or even cancel its passenger service licence. The Department had been monitoring the service of the minibus service operator based on the above mechanism.

(M) **Request for the Provision of Whole-day Circular Bus Services for Tuen Mun Castle Peak Road**  
**(TTC Paper No. 71/2018)**  
**(Reply from Transport Department)**

80. The Chairman said that the TD submitted their written reply before the meeting and the Secretariat distributed the written reply to Members on 19 September 2018.

81. The Chairman, who was also the first proposer of the paper, said that population along the Castle Peak Road had increased but the whole-day service of route No. 962 was cancelled. There were fewer and fewer transport services for the

residents to choose in that area. On 16 March 2018, therefore, he suggested the launch of whole-day circular bus service for the Castle Peak Road, which would travel past the Interchange, the Castle Peak Road, So Kwun Wat and the Tuen Mun Town Centre to enhance the transport service along the area of the Castle Peak Road. However, there had not been any reply from the TD so far. Although there was now route No. 252B providing short-haul feeder service, the service concerned did not cover the whole area of the Castle Peak Road.

82. Mr LEUNG of the TD said that the TD and the bus company had been putting into new resources to enhance the bus services along the Castle Peak Road. On the suggestion for the launch of whole-day circular bus service, the Department would study its feasibility with the bus company. The Department would report to the councillors concerned on any latest news.

83. The Chairman said that after the whole-day service of route No. 962 was cancelled, the transport service of the whole area of the Castle Peak Road was deeply affected so he hoped that the KMB would consider to launch the above whole-day circular route.

84. Mr WAN of the KMB said that the KMB were positive on the launch of the service concerned. If Members had preliminary direction, the KMB would proceed with a specific proposal for the TD's consideration.

85. The Chairman said that the TD had studied the launch of the service concerned for many years, which reflected that the Department did not show concerns about the transport problem of the residents in the Castle Peak Road. Now that the Department launched route No. 252 to provide short-haul feeder service for the residents at So Kwun Wat, he opined that the Department was also capable of launching the captioned whole-day circular bus service to serve the residents along the Castle Peak Road.

86. A Member said that the captioned proposal was supported. During the peak hours in the morning every day, the traffic conditions at the Tsing Ying Road Roundabout caused congestion in the Castle Peak Road delaying the passengers who went to the Interchange. Therefore, it was suggested that the TD and the KMB should carefully consider the routing of the circular service concerned. The Member suggested that this agenda item should be passed to the working group to follow up.

87. The Chairman suggested that this agenda item should be passed to the Working

Group on Traffic Problems within Tuen Mun District to follow up.

88. Mr WAN of the KMB said that the bus service going to the Interchange was external feeder service, which was related to route No. 61M. Therefore, he suggested passing it to the Working Group on Tuen Mun External Traffic to follow up.

89. The Chairman said that the most important was this agenda item could be fully discussed at the working group. He did not have strong ideas as to which working group should follow up.

90. The Member who was also the convener of the Working Group on Tuen Mun External Traffic said he agreed that his working group would follow up this agenda item.

91. The Chairman said that he hoped the service concerned could be implemented to provide more service to the residents along the Castle Peak Road. He also agreed that the Working Group on Tuen Mun External Traffic would follow up this agenda item.

(N) **Request for the Resumption of Whole-day Services of Special Departures of Citybus Route 962 Running between Tuen Mun (Lung Mun) and Causeway Bay (Moreton Terrace)**  
(TTC Paper No. 72/2018)  
(Reply from Transport Department)

92. The Chairman said that the TD submitted their written reply before the meeting and the Secretariat distributed the written reply concerned to Members on 19 September 2018. The Chairman, who was also the first proposer of the paper, continued to say that since the whole-day service of route No. 962 was cancelled, the Citybus did not honour their commitment to provide one to two trips at 5 p.m.

93. Mr LAM of the Citybus said that the patronage of the route No. 962 going to Causeway Bay during the peak hours in the morning and that going to Tuen Mun during the peak hours in the afternoon met the expected demand. The average patronage of route No. 962 during the peak hours in the morning was about 60 per cent odd while that during the peak hours in the afternoon was 45 per cent. During the off-peak hours, the Citybus also provided other services to the residents along the Castle Peak Road. For example, the patronage of route No. 962B going to Causeway Bay during the off-peak hours in the day time was about 30 per cent odd while the patronage of route

Working  
Group on  
Tuen Mun  
External  
Traffic

962B going to Tuen Mun during the off-peak hours in the afternoon was 50 per cent odd. It could be seen from this that there was still a surplus carrying patronage of the bus service provided by the Citybus for the Castle Peak Road but the Citybus would timely review the arrangement concerned in light of the population development in that area.

94. The Chairman requested the Citybus to honour their commitment to provide one to two trips of route No. 962 around 5 p.m. However, if the TD and the KMB agreed to launch the whole-day circular service between the Interchange and the Tuen Mun Town Centre, he would not have strong ideas on whether the Citybus should provide the service concerned.

(O) **MTR Feeder Bus Route K51 (Running between Fu Tai and Tai Lam, Tuen Mun) has to Stop by Sam Shing Bus Terminus on Both Inbound and Outbound Trips**  
(TTC Paper No. 73/2018)

95. The Chairman, who was also the first proposer of the paper, said that population at the Sam Shing Estate was aging. As affected by the judicial review on the widening works in the Castle Peak Road, provision of lifts at the footbridge outside the Sam Shing Estate could not commence on schedule so the senior citizens in the estate found it difficult to go out. As the senior citizens walked slowly and crossed the road with difficulty, he hoped that the MTR route No. K51 would stop at the Sam Shing Bus Terminus (Handord Garden) on both inbound and outbound trips to facilitate the senior citizens going out.

96. Ms LAM of the MTRCL said the suggestion concerned would need to be passed to the Bus Section for a thorough study. If necessary, the MTRCL would invite the Chairman to pay a site visit at the estate.

97. The Chairman said that he would pay a site visit with the MTRCL.

98. A Member said he agreed that the MTRCL should enhance the service of route No. K51. However, the MTRCL needed to consider the traffic arrangement at the junction of Sam Shing Street. Besides, the service hours of route No. K51 did not correspond with the last trip of the West Rail so he suggested extending the service hours of route No. K51 so that passengers of the last trip of the West Rail could take the feeder bus.

99. The Chairman said that he agreed with the extension of the service hours of route No. K51. He continued to say that there were a lot of senior citizens in Sam Shing Estate so the MTRCL should assist in solving the problem concerned as soon as possible.

100. A Member said that the traffic at the junction of Sam Shing Street was rather busy and there were many senior citizens going out. If the number of buses entering the estate increased, there might be danger to the senior citizens who walked slowly. Therefore, the TD should assist in dealing with the traffic safety at Sam Shing Estate. Moreover, route No. K51 travelled between Fu Tai and Tai Lam via many places in the district so the MTRCL should consult the residents along the route on the proposal concerned.

101. The Chairman said that he made the above suggestion because he worried that the senior citizens in that estate would find it difficult to go out.

102. A Member said that if too many buses entered the estate, she worried that it might cause danger to the senior citizens in that estate.

103. The Chairman said that the senior citizens in the estate relayed to him about the captioned comments so he made this suggestion according to the comments concerned.

104. A Member said he agreed that the service of route No. KJ51 should take care of the needs of the senior citizens in Sam Shing Estate. However, route No. K51 might not need to enter Sam Shing Street. Instead, other locations nearby could be considered. He suggested that the working group should thoroughly discuss its routing arrangement. Besides, he said that some matters needed full consultation but some improvement measures that met the residents' needs should be considered individually.

105. The Chairman said that some residents along the Castle Peak Road also made the captioned requests.

106. A Member said that if too many buses entered the estate, there would be danger to the senior citizens. She also suggested the provision of lifts at the footbridge outside Sam Shing Estate to facilitate the senior citizens going out.

107. The Chairman said that the works for provision of lifts could not commence



on schedule owing to the judicial review on the widening works in the Castle Peak Road.

108. A Member said it was believed that the provision of lifts at the footbridge could ease the problem. She also hoped that the MTRCL would pay a site visit to study the feasibility of the suggestion concerned.

109. The Chairman suggested that the Working Group on Traffic Problems within Tuen Mun District would follow up this agenda item

Working Group  
on Traffic  
Problems  
within Tuen  
Mun District

## V. Reporting Items

### A. Reports by Working Groups Progress Reports of Working Groups as at 31.8.2018 (TTC Paper No. 74/2018)

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

110. Members noted the paper.

111. A Member said that route No. 62X provided service during the peak hours only while route No. 259D provided service during the off-peak hours. This could make passengers confused easily so she had been requesting the TD to extend route No. 62 to whole-day service.

112. Mr LEUNG of the TD said that in the Bus Route Programme for Tuen Mun District in 2016/17, the TD proposed that KMB should extend route No. 62 to whole-day service and adjust the frequency of other routes in light of resources and passengers' needs. The TD noted Members' comments, including enhancement of the frequency level of the route at the same time when the KMB route No. 62X would be extended to whole-day service. The TD had studied and examined Members' comments in detail with the bus company but the proposal was withdrawn owing to limitations of resources. The progress concerned was also explained to the TTC in June 2016. The TD and the KMB would continue to pay attention to the service level of routes No. 62X and 259D and adjust the arrangement of the bus service in due course.

113. The Chairman said that it was resolved at the meeting of the working group held on 29 August 2018 that the agenda item "Request for the Same Sectional Fare at the Tuen Mun Road Bus-Bus Interchange with the Sectional Fare at other Tuen Mun Bus Stops" should be passed to the TTC to follow up. Therefore, he requested the bus company to report on the progress concerned.

Working  
Group on  
Tuen Mun  
External  
Traffic

114. Mr WAN of the KMB said that the company would consider the suggestion concerned financial situation permitting.

115. Mr LAM of the Citybus said the company opined that the level of current sectional fare was appropriate. There would be a review if necessary.

116. The Chairman said that this agenda item would be followed up by the working group. He announced that the above report of the working group was endorsed.

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

117. Members noted the paper.

118. A Member requested the Tuen Mun District Lands Office to explain the progress on the widening of the platform of the LR Lam Tei Stop. The Member was not satisfied with the representative of the MTRCL who left the meeting early.

119. Mr TAM Kwok-leung of the Tuen Mun District Lands Office said that MTRCL would be granted with land on short-term tenancy to carry out the works concerned. Moreover, the Department had requested the MTRCL to confirm whether the application project would need to be approved in accordance with the Kowloon-Canton Railways Corporation Ordinance or published in gazette.

120. The Chairman requested the working group to continue to follow up this agenda item.

121. A Member said that it would take a very long time for the publication in gazette and requested the department concerned again to explain the progress on the project in detail.

122. The Chairman said that this agenda item should be followed up by the working group.

123. A Member said that the whole project had been dragged for too long and so far, he had not known about the problems encountered so he hoped that the MTRCL would provide explanations about the details.

124. The Chairman said that there was no reply from the MTRCL now and he suggested that the working group should continue to follow up.

125. A Member suggested writing to the MTRCL asking the MTRCL to explain why their representative left the meeting early.

126. A Member, who was also the convener of the working group, said that the working group would hold the next meeting soon. He hoped that the Secretariat would invite the representatives of the Tuen Mun District Lands Office, the HyD and the MTRCL to submit written replies on the works progress.

127. The Chairman requested the Secretariat to follow up the above matter.

Secretariat

(Post-meeting note: the Tuen Mun District Lands Office, the HyD and the MTRCL submitted written replies on the works progress before the meeting of the working group to be held on 10 October 2018.)

128. A Member said that the representative of the MTRCL should not leave the meeting before the reporting items.

129. As Members did not give other comments, the Chairman announced that the above report of the working group was endorsed.

***Working Group on Improvement to Footbridge Facilities in Tuen Mun District***

130. Members noted the paper.

131. The Chairman said that the term of the office of the above working group had expired on 11 September 2018 and the working group concerned agreed that there was no need to extend the term of office. As Members did not give other comments, the Chairman announced that the above report of the working group was endorsed.

(B) **Report by the Transport Department**  
**(TTC Paper No. 75/2018)**

132. Members noted the paper.

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

133. A Member said that he had submitted a discussion paper earlier on the request for widening the shelter of the Lam Tei bus stop. As the KMB did not take active follow up actions, he suggested that this agenda item should be passed to the working group to follow up.

134. Mr WAN of the KMB said that the KMB were following up the details concerned and would contact the councillor of the constituency concerned.

Working Group

135. The Chairman suggested that this agenda item should be passed to the Working Group on Traffic Problems within Tuen Mun District.

on Traffic

Problems

within Tuen

Mun District

136. There being no other business, the meeting ended at 1:02 p.m. The next meeting would be held at 9:30 a.m. on 16 November 2018 (Friday).

Tuen Mun District Council Secretariat

Date: 5 October 2018

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