

Minutes of the 8<sup>th</sup> Meeting of  
the Traffic and Transport Committee (2018-2019) of  
Tuen Mun District Council

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Date: 18 January 2019 (Friday)

Time: 9:32 a.m.

Venue: Tuen Mun District Council (TMDC) Conference Room

| <u>Present</u>                     |  | <u>Time of<br/>Arrival</u> | <u>Time of<br/>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.                  | End of meeting               |
| 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  | 9:33 a.m.                  | 11:08 a.m.                   |
| Mr TO Shek-yuen, MH                | TMDC Member  | 9:33 a.m.                  | End of meeting               |
| Mr CHU Yiu-wah                     | TMDC Member  | 9:32 a.m.                  | 11:04 a.m.                   |
| Ms KONG Fung-yi                    | TMDC Member  | 9:32 a.m.                  | End of meeting               |
| Mr CHAN Yau-hoi, BBS, MH, JP       | TMDC Member  | 9:32 a.m.                  | End of meeting               |
| Ms WONG Lai-sheung, Catherine      | TMDC Member  | 9:32 a.m.                  | End of meeting               |
| Ms HO Hang-mui                     | TMDC Member  | 9:32 a.m.                  | End of meeting               |
| Mr LAM Chung-hoi                   | TMDC Member  | 9:32 a.m.                  | End of meeting               |
| Mr TSUI Fan, MH                    | TMDC Member  | 9:32 a.m.                  | End of meeting               |
| Ms CHING Chi-hung                  | TMDC Member  | 9:32 a.m.                  | End of meeting               |
| 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.                  | End of meeting               |
| 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 YAN Siu-nam                     | TMDC Member  | 9:32 a.m.                  | End of meeting               |
| Mr TAM Chun-yin                    | TMDC Member  | 9:32 a.m.                  | 12:38 p.m.                   |
| Mr CHAN Wai-ming                   | Co-opted Member  | 9:32 a.m.                  | 12:50 p.m.                   |
| Mr CHAN Wui-hei, James             | Co-opted Member  | 9:52 a.m.                  | End of meeting               |
| Mr IP Pak-wing                     | Co-opted Member  | 9:32 a.m.                  | End of meeting               |
| Mr CHAU Man-chun, Tony (Secretary) | Executive Officer (District Council) 2, Tuen Mun<br>District Office, Home Affairs Department |                            |                              |

By Invitation

|                             |   |
|-----------------------------|---|
| Mr TANG Yiu-key             | Project Coordinator/Covered Walkway 1-1,<br>Highways Department   |
| Ms WONG Hei-yin             | Project Coordinator 1/Walkability, Transport Department   |
| Mr YIU Chiu-chung           | Senior Engineer 2/Universal Accessibility,<br>Highways Department   |
| Mr HUI Chi-hung             | Engineer 6/Universal Accessibility, Highways Department   |
| Mr Eric WONG                | Director, Hayson Engineering Limited  |
| Mr CHEUNG Kin-keung, Martin | Deputy Managing Director, Mannings (Asia)<br>Consultants Limited  |
| Mr Simon CHAN               | Director - Development Division, Mannings (Asia)<br>Consultants Limited   |
| Mr LEUNG Ling-yin           | Manager, Transport Planning, The Kowloon Motor Bus<br>Co (1933) Ltd   |
| Mr WONG Kam-tim             | Assistant Manager, Operations, The Kowloon Motor Bus<br>Co (1933) Ltd   |
| Ms Betsy LEUNG              | Assistant Manager, Public Affairs Transport Planning and<br>Public Affairs Department, The Kowloon Motor Bus<br>Co (1933) Ltd |
| Ms Annie LAM                | Assistant Public Relations Manager - External Affairs,<br>MTR Corporation Limited   |

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                                      |
| Mr WONG Yui-wai, Rex       | Engineer/Special Duties 2, Transport Department  |
| Miss CHING Hoi-ying, Janet | Engineer/Housing & Planning/New Territories West,<br>Transport Department                      |
| Mr CHUI Wing-luen          | District Operations Officer (Tuen Mun), Hong Kong<br>Police Force                              |
| Mr WONG Lap-pun            | Station Sergeant, District Traffic Team (Tuen Mun),<br>Hong Kong Police Force                  |
| Mr WU Fan                  | District Engineer/Tuen Mun (East), Highways Department   |
| Mr CHAN Yuen-heng, Jason   | Engineer/15 (West), Civil Engineering and Development<br>Department                            |
| Mr TAM Kwok-leung          | Administrative Assistant/Lands (Acting) (District Lands<br>Office, Tuen Mun), Lands Department |
| Mr Stephen WAN             | Manager, Operations, The Kowloon Motor Bus   |

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|--------------------------|---|
| Mr Tony WONG             | Co (1933) Ltd<br>Assistant Manager, Operations, Long Win Bus Company<br>Limited |
| Mr Brian LAM             | Assistant Operations Manager, Citybus Limited                                   |
| Mr LEUNG Tsz-hong, Billy | Assistant District Officer (Tuen Mun)2,<br>Home Affairs Department              |

Absent with Apologies

|                      |             |
|----------------------|-------------|
| Mr NG Koon-hung      | TMDC Member |
| Mr CHAN Manwell, Leo | TMDC Member |
| Mr KAM Man-fung      | TMDC Member |

**I. Opening Remarks**

1. The Chairman welcomed all present to the 8<sup>th</sup> meeting of the Traffic and Transport Committee (“TTC”) (2018-2019).

2. The Chairman said that Mr TAM Ying-fan, Barry, District Engineer/Tuen Mun (West) of the Highways Department (“HyD”), had already been transferred to another post, and his post was temporarily held by Mr WU Fan, and that Mr TSANG Tak-lung, Sam, the TTC Secretary, had also been transferred to another post. On behalf of Members, he thanked Mr Barry TAM and Mr Sam TSANG for cooperating with the committee before and welcomed Mr Tony CHAU, who had taken up the post of the TTC Secretary.

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

**II. Absence from Meeting**

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

**III. Confirmation of Minutes of the 7<sup>th</sup> Meeting of TTC (2018-2019)**

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

**IV. Matters Arising**

**(A) Repeated Request for Expeditious Planning for Public Transport Services between Tuen Mun and Places such as the Airport, Tung Chung, Macao and Zhuhai via Chek Lap Kok Link**

**Repeated Proposal for Lower Fares for Buses Running on Tuen Mun - Chek Lap Kok Link**

(TTC Paper No. 80/2018)

(TTC Paper No. 83/2018)

(Paragraphs 20 to 31 of Minutes of the 7<sup>th</sup> Meeting of TTC (2018-2019))

(Written Response from Transport Department)

6. The Chairman said the TTC had discussed this matter at its 7<sup>th</sup> meeting held

on 16 November the year before and requested the Transport Department (“TD”) to provide relevant information for the TTC. The department had provided a written response before the meeting and the Secretariat had distributed the written response to Members on 16 January.

7. The first proposer of Paper No. 80/2018 was glad about the TD’s plan to consult the TMDC about the transport arrangements for Tuen Mun - Chek Lap Kok Link (“TM-CLKL”) (Northern Section) in the first half of 2019. He said he looked forward to the department’s consultation about the details of bus routes, fees and related ancillary transport facilities at that time.

8. Mr Damon LEUNG of the TD said Members’ comments would be passed on to the relevant division-in-charge for follow up.

**(B) Develop Tuen Mun Road Bus-Bus Interchange and its Surrounding Area**

**(TTC Paper No. 82/2018)**

**(Paragraphs 41 to 51 of Minutes of the 7<sup>th</sup> Meeting of TTC (2018-2019))**

**(Written Response from TD)**

9. The Chairman asked the TD about the progress of the captioned matter.

10. Mr Damon LEUNG of the TD said the department noticed that buses might have to queue to call at Tuen Mun Road Bus-Bus Interchange (“the Interchange”) in peak hours when it was used by more passengers. Believing there was still room for more effective use of space in the Interchange during peak hours, the department would explore with bus companies plans for improvement to vehicular flow in the Interchange and continue to keep tabs on the usage of the Interchange.

11. The Chairman said the problem could hardly be solved by discussion with bus companies and the TD should pass the proposal to extend the Interchange on to the relevant department for study. He requested the department to report back on whether the proposal to extend the Interchange was passed on to the relevant department for study.

(C) **Request for Expeditious Finalisation of the Site Selection for the Terminus of the Tuen Mun South Extension of the West Rail**  
(TTC Paper No. 86/2018)  
(Paragraphs 84 to 89 of Minutes of the 7<sup>th</sup> Meeting of TTC (2018-2019))  
(Written Response from Transport and Housing Bureau)

12. A Member said this matter had been long discussed and, in its written response, the MTR Corporation Limited (“MTR”) merely said it would consult the public about the project in due course. Dissatisfied with this, she requested the relevant department to provide a concrete timetable for consultation.

13. The Chairman requested the TD representatives to ask the relevant department about the concrete timetable for consultation.

14. Members made comments on this matter as follows:

- (i) A Member said that after receiving the MTR’s proposal on the South Extension in late December 2016, the Transport and Housing Bureau (“THB”) had been discussing with the MTR the contents of the proposal, but the THB had all along refused to send its members to meetings to report on the progress of discussion and the site selected for the terminus of the South Extension. He suspected the Government was deliberately putting off the construction of the South Extension and would opportunistically shelve it after the railway project under the “Lantau Tomorrow Vision” plan was complete. If the TTC decided to further discuss this matter, he would request the relevant department to report back clearly at the next meeting on the concrete timetable for consultation; otherwise, the TTC might initiate a meeting with the THB to enquire about the progress of the South Extension;
- (ii) A Member said railway played a major role in Tuen Mun’s transport network, so the construction of the South Extension was very important to the district and should not be endlessly delayed. The Member therefore requested the relevant department to report back on the site selected for the South Extension terminus without delay; and
- (iii) A Member said it was the Government’s responsibility to consult the TMDC about the site selected for the terminus of the South Extension, its alignment and the timetable for its construction. She supported initiating a meeting with the THB.

15. The Chairman said the relevant department had not yet reported back on the site selected for the terminus of the South Extension, making it difficult for the TTC to follow up on other related matters.
16. Members made the second round of comments on this matter as follows:
- (i) A Member said the TD representatives present at the meeting were unable to answer questions about the alignment of the South Extension. The Member therefore suggested a letter be written to the THB urging it to send representatives in charge of the South Extension to the next TTC meeting;
  - (ii) A Member said the THB had studied the MTR's proposal for more than two years and requested further information from the MTR. The Member wondered if there were any setbacks in the course and requested a response from the MTR. It was also suggested that the Chairman invite on his own initiative the THB to send its members to a meeting;
  - (iii) A Member said writing to the THB was not much help and suggested the Chairman join the TMDC Chairman and Vice-chairman and the councillors of the constituencies concerned to arrange a meeting with the THB, which might be more effective in driving progress on the South Extension. Besides, he said some Members had requested more stations on the South Extension, but he believed the relevant department had almost finalised the alignment of the South Extension and it was not possible to add more stations, so the TTC should focus on following up on the progress of the THB's implementation of the South Extension construction;
  - (iv) A Member said the TTC should further press the Government for the construction of the South Extension and agreed that a meeting with the THB be initiated; and
  - (v) A Member said that currently residents in Area 18, Tuen Mun, had to change when they went to Tuen Mun Station of West Rail Line, and they had to do the same on their way to the proposed Tuen Mun Ferry Pier station in the future. She therefore proposed more stations on the South Extension. In her view, it was the THB's responsibility to explain whether the proposal was feasible.
17. The Chairman concluded by saying that the TTC would write to the THB Secretariat

inviting the bureau's representatives in charge of the South Extension to discuss this matter with the TMDC Chairman, the TTC Chairman and other relevant district councillors.

[Post-meeting note: The letter was sent on 15 February 2019.]

**V. Discussion Items**

**(A) Provision of Cover to the Walkway between Town Centre LR Stop and the Lift at the Footbridge Connecting Trend Plaza**

**(TTC Paper No. 1/2019)**

18. The Chairman welcomed Mr TANG Yiu-key, Project Coordinator/Covered Walkway 1-1 of the HyD, Mr Eric WONG, Director of Hayson Engineering Limited, and Ms WONG Hei-yin, Project Coordinator 1/Walkability of the TD, to the meeting.

19. Mr TANG Yiu-key of the HyD said that following Chief Executive's proposal in the 2016 Policy Address to build an age-friendly community, district councils had been invited to nominate major walkways for retrofitting of covers. Subsequently, at its meeting on 28 July 2017, the TTC of the TMDC had resolved to retrofit covers on three walkways in the district and given top priority to the project at the captioned location. In January 2018, the department had initiated a feasibility study retrofitting a cover at the captioned location. In this regard, Mr TANG Yiu-key gave a PowerPoint presentation (see Annex 1) to briefly introduce the results of the study.

20. A Member said the starting point of the proposed walkway cover was not clearly shown on the HyD PowerPoint slides, adding that the proposed walkway cover was quite narrow. The Member therefore suggested the cover be widened and built on both sides of the poles, so that pedestrians could walk side by side even in rainy days. Moreover, the proposed cover was about the same height as the cover of the existing bus stop, and the Member suggested the new cover be higher than and built over the existing bus stop cover to shelter pedestrians from rainwater falling from the gap between the two covers.

21. The Chairman suggested a site visit to the location of the proposed walkway cover be arranged for Members to express their ideas to the TD, the HyD and the consultant direct.



22. A Member believed the existing bus stop would not be relocated in the construction of the cover, and he worried that the consultant would build an excessively high cover to accommodate the existing bus stop cover, rendering the new cover as an ineffective rain shelter. He suggested the necessity of keeping the existing bus stop cover be examined as well to make the walkway cover look better and more consistent.

23. Mr TANG Yiu-key of the HyD said the design of the currently proposed walkway cover, which was 2.6 metres high, could strike a balance between its function as a rain shelter and the spatial sense. In comparison, the proposed cover was about the same height as, or slightly higher than, the existing bus stop cover, and the gap between the two covers would be taken into account in the detailed design, with a view to sheltering pedestrians from rainwater falling from the edges of the cover.

24. The Chairman would like the Secretariat to arrange a site visit to the Secretariat captioned location.

[Post-meeting note: The site visit was held on 4 March 2019.]

**(B) Proposal to Improve the Pedestrian Crossing Facilities on Lung Mun Road (to and from Butterfly LR Stop)**

**(TTC Paper No. 2/2019)**

**(Written Response from HyD)**

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

26. The Chairman said the HyD had provided a written response before the meeting and the Secretariat had distributed the written response to Members on 16 January.

27. The first proposer of the paper said Butterfly Light Rail (“LR”) Stop and the neighbouring bus stops were important transport facilities in the Tuen Mun Ferry Pier area, but no lifts were provided at the only footbridge there, nor were other pedestrian crossing facilities in place nearby, causing inconvenience to residents crossing Lung Mun Road for transport. The TTC had repeatedly discussed the provision of pedestrian crossing facilities at that location, but the TD had all along refused on the grounds of high-speed traffic on the road. He therefore suggested

lifts be retrofitted to the footbridge over Lung Mun Road, or pedestrian crossing facilities be provided at the traffic light point on Lung Mun Road near Wu Shan Road. He asked the TD to respond to the captioned request. Besides, the feasibility study on the Third Phase of the Universal Accessibility Programme (“UAP”) was mentioned in the HyD’s written response. He requested the department to elaborate on the progress of the study.

28. Miss Janet CHING of the TD said people who crossed Lung Mun Road from Butterfly Estate mainly headed for Butterfly LR Stop, bus stops, minibus stops etc. There was already a footbridge (NF103, which was also known as “Butterfly Bridge”) linking the starting point and destinations concerned. By separating pedestrians and vehicles, Butterfly Bridge provided a suitable grade-separated crossing facility for pedestrians to cross Lung Mun Road safely, and thus enhanced pedestrian and driver safety. With a width of about 3.5 metres and a height of about 6 metres, Butterfly Bridge was wide enough to cope with people traffic in that area. And the footbridge was not exceptionally high, so the time required for going up and down the footbridge was similar to that for an ordinary footbridge. There were also ramps at Butterfly Bridge to provide convenience for the public (including the elderly and the disabled) and their slope was up to design standards. Moreover, under the UAP, the Government had for many years been facilitating the public’s access to public walkways by fitting them with barrier-free access facilities (e.g. lifts). The TD knew that the HyD would launch the feasibility study on the Third Phase of the UAP in the first half of 2019, and the proposal to retrofit the above footbridge with lifts was already covered by the study. Taking these factors together, the department could hardly support the proposal to provide an at-grade pedestrian crossing on Lung Mun Road near Butterfly LR Stop.

29. Ms Annie LAM of the MTR said the MTR had nothing to add on the captioned matter, as the captioned location was not within an MTR area.

30. Mr WU Fan of the HyD said that as regards the progress of the feasibility study on the Third Phase of the UAP, he had to consult with the relevant division of the department before giving a response.

[Post-meeting note from the HyD: In the first half of 2019, the Government would launch a feasibility study on lift retrofitting proposals for the remaining some 120 walkways (including the above footbridge with Structure No. NF103) across various districts in Hong Kong under the current ambit of the programme, in a bid to

## Action

implement the feasible projects as soon as possible (i.e. the Third Phase of the programme).]

31. The first proposer of the paper requested that this matter be passed on to the Working Group on Traffic Problems within Tuen Mun District for further follow up.

32. The Chairman agreed with the above arrangement.

Working Group  
on Traffic  
Problems within  
Tuen Mun  
District

### **(C) Request for Additional Bus Services Running between Southeast Tuen Mun and East Kowloon Business Area during Peak Hours**

**(TTC Paper No. 3/2019)**

**(Written Response from TD)**

33. The first proposer of the paper said transport services from southeast Tuen Mun to East Kowloon had long been provided mainly by residents' buses, but since September the year before, she had received complaints from residents, who said a residents' bus operator had unilaterally reduced the number of trips, depriving some passengers of the service. In view of this, she asked about the TD's role in supervising residents' bus services. She further said the TD proposed in its written response that residents in southeast Tuen Mun could take KMB Route No. 258X or 259X to East Kowloon, but there were few trips on Route No. 258X, and passengers had to walk to Tuen Mun Swimming Pool, which was some distance away, for Route No. 259X. She therefore asked the department about the occupancy rates of Routes No. 258X and 259X and how it observed the demand for transport services from southeast Tuen Mun to East Kowloon.

34. Members made comments and enquiries on this matter as follows:

- (i) A Member had been following up on the case of the residents' bus NR725 with the TD for several months. He said the operator had conducted a vehicle deployment exercise, but the new licences issued for the vehicles failed to meet the relevant TD requirements, so there were not enough vehicles to provide the service, hence the reason for cutting the number of trips. Moreover, amid a shortage of KMB services from southeast Tuen Mun to East Kowloon, a large number of residents from Tsui Ning Garden and nearby housing estates were attracted to take NR725, whose patronage was always high as it charged less than KMB buses, provided guaranteed seats and required no change at the Interchange. He requested the TD to

increase the number of trips on NR725. Also, he suggested the department join the operator of NR725 to review the operation and enhance the service of KMB Route No. 62X, so as to increase transport services from southeast Tuen Mun to East Kowloon;

- (ii) A Member said all residents who travelled from southeast Tuen Mun to East Kowloon business area had to change to buses if they did not take NR725, but they could hardly grab a seat on buses. The Member suspected the actual needs of residents' were not taken into account in the current transport arrangements, and therefore requested the TD to explain how it could effectively address southeast Tuen Mun residents' demand for transport services to the East Kowloon business area;
- (iii) A Member said most buses on Route No. 258X were already full when they reached San Wai Stop, and many residents even went to the previous stop for boarding, so it did not make sense for the TD to advise residents to take Route No. 258X at the Interchange. As the number of trips on NR725 had been cut, more passengers switched to Route No. 258X or 259X and the demand for these routes grew. Given this, and the fact that residents of Yan Tin Estate were gradually moving in, the Member suggested the TD review the demand for transport services from Tuen Mun to East Kowloon and adjust the number of trips and fleet size of the bus routes concerned;
- (iv) A Member very much agreed with the propositions of the paper, opining that residents going to East Kowloon would be greatly inconvenienced if the number of trips of residents' bus services was cut. As KMB Route No. 62X was not a whole-day service, the current number of bus trips were not enough to ease passengers' demand for transport services to East Kowloon, and since buses on other routes were often already full when they called at the Interchange, passengers found it difficult to board. In her view, it was the TD's responsibility to enquire on its own initiative about the reasons why the number of trips on the residents' bus route had been cut. Besides, she requested a whole-day service on KMB Route No. 62X; and
- (v) A Member said it was more important to address the demand for transport services to East Kowloon than to understand why the number of trips on NR725 had been cut, opining that the TD should review such demand and make improvements. Moreover, residents' buses did not necessarily follow

their departure schedules but, instead, usually departed once they were full, so members of the public had to ask staff at the termini whether the last buses had departed, which was not desirable. Therefore, the Member requested the TD to explore ways for improvement.

35. Dissatisfied with the TD's approach, the Chairman criticised the department for advising residents to take Route No. 258X or 259X at the Interchange but failing to increase the number of bus trips running from southeast Tuen Mun to the Interchange. Besides, it was undesirable for the TD to say that the number of trips on Route No. M61 (currently known as Route No. 252) could be increased only with buses deployed from other areas, despite the department's previous promise to increase the number of trips on the route. He said the population of southeast Tuen Mun kept growing and he had long been requesting more trips on Route No. M61 (currently known as Route No. 252), but the TD had never increased the number of trips on Route No. M61 (currently known as Route No. 252) despite its approval for the launch of new bus routes. He requested an explanation from the TD.

36. The first proposer of the paper added that she had seldom heard from residents in southeast Tuen Mun about the lack of transport services to the East Kowloon business area until summer the year before, and she had been receiving complaints about this since then, and this showed residents in that area were much aggravated. The TD kept saying that it would pay attention to the demand for transport services from southeast Tuen Mun to East Kowloon. She hoped the department would keep its promise. She asked whether the TD had any statistics on the number of passengers travelling from Tuen Mun to East Kowloon. She remarked that the current reduction in the number of residents' bus trips to East Kowloon would certainly affect residents who commuted to that area. Given that other Members had said it was hard to get on buses to East Kowloon in other parts of Tuen Mun, she hoped the TD would explain how it would review transport services from Tuen Mun to East Kowloon.

37. Mr Damon LEUNG of the TD said that under the current policy, residents' bus services played a supplementary role in the public transport system. After an operator and resident representatives agreed on the details of a residents' bus service, including its schedules, an application had to be made to the department. After receiving the application, the department would handle it in accordance with established procedures. The department had not yet received any such application from the operator of NR725. For franchised bus services in peak hours, residents

in southeast Tuen Mun could take Route No. 62X to East Kowloon, or take Route No. 60M, 60X or 61X to the Interchange to change to Route No. 258X or 259X for the East Kowloon business area; whereas, residents along Castle Peak Road could take the peak-only Route No. 252X. The department noted Members' request for more special bus services running directly from southeast Tuen Mun to East Kowloon business area in peak hours, and it would join bus companies to observe the passenger demand for the above bus routes and conduct reviews in due course. The department was studying with bus companies the introduction of circular bus services between Castle Peak Road and the Interchange, and it would consult with the TTC later.

38. The Chairman said the TMDC had already commented on Route No. 252, so the department should follow up on the comments and report on the progress without having to consult with the TMDC again.

39. Mr LEUNG Ling-yin of the Kowloon Motor Bus Co (1933) Ltd ("KMB") said that noticing the growing number of people working in the East Kowloon business area, the KMB had launched new bus services running from other areas to the East Kowloon business area over the previous two years in addition to the two peak-only services running directly between Tuen Mun and the East Kowloon business area, namely Routes No. 258X and 259X. And in late 2017, the KMB had launched Route No. 252X, a peak-only service running directly from southeast Tuen Mun and areas along Castle Peak Road to Kwun Tong Road, to provide convenience for residents in southeast Tuen Mun to travel to East Kowloon. While more and more people worked in the East Kowloon business area, roads leading to the area were heavily congested in peak hours, so the KMB had to be guarded in considering any additional trips or routes. The KMB noted Members' request for more bus services running directly from southeast Tuen Mun to the East Kowloon business area, and it was aware that a non-franchised bus operator was providing a similar service, so the KMB had to take into account the passenger volume after the launch of additional bus routes. It would further confer with the TD and Members. Furthermore, the KMB had provided the TD with a proposal on the launch of circular routes to the Interchange in the previous year, and it would actively cooperate with the department.

40. The Chairman said the KMB had put forward the proposal a long time before, and wondered if the TD had held back the provision of more trips on circular routes to the Interchange. He requested the department to give a clear account of

the progress in implementing the proposal.

41. A Member said franchised buses had more seats than residents' buses and were more effective in accommodating passengers going to East Kowloon. He said that at the bus stop in Goodview Garden, there was still space available for use as a bus terminus. He asked whether the KMB was interested in launching special services running from southeast Tuen Mun to East Kowloon during peak hours to provide the public with another choice, with route details left open for discussion.

42. Mr LEUNG Ling-yin of the KMB responded that the KMB would actively consider Members' proposals, but it had also to address how the impact of special services on traffic condition and their relations with the passenger volume of non-franchised buses.

43. The Chairman said this matter was passed on to the Working Group on Tuen Mun External Traffic for further follow up.

Working Group  
on Tuen Mun  
External Traffic

**(D) Request for More Frequent Service of Route No. 962C from Sam Shing to Tai Koo during Morning Peak Hours and Provision of Evening Return Trip Service**

**(TTC Paper No. 4/2019)**

**(Written Response from TD)**

**(Written Response from Citybus)**

**Request for Service Enhancement of Route No. 962C**

**(TTC Paper No. 13/2019)**

**(Written Response from TD)**

**(Written Response from Citybus)**

44. As the above matters were related to each other, the TTC agreed to discuss them together. The Chairman said the TD and Citybus had provided written responses before the meeting, and the Secretariat had distributed the written responses to Members on 16 January.

45. The first proposer of Paper No. 4/2019 said that currently buses on Route No. 962C departed separately from Lung Mun Oasis and Sam Shing, and many passengers had told her that with only one bus on Route No. 962C departing from Sam Shing, the service was in seriously short supply. While the TD's written response stated that the occupancy rate of buses on Route No. 962C departing from Sam Shing was about 60%, she wondered if the occupancy rate remained at 60%

after passengers boarded at downstream stops. Furthermore, she did not agree there was no demand among residents for transport services to Hong Kong Island outside the service hours of Route No. 962C, hoping that the TD would examine the demand for services from Tuen Mun to Tai Koo. Besides, currently no return trip service was provided on Route No. 962C departing from Sam Shing, and similar arrangements were common for bus routes departing from southeast Tuen Mun, which was not understandable. Therefore, she hoped the TD could provide the return trip service running to Sam Shing on Route No. 962C.

46. The Chairman said the cancellation of the whole-day service on Route No. 962 had great impacts on the external transport services in southeast Tuen Mun. He suggested the resumption of the whole-day service on Route No. 962 and a split of the service departing from Lung Mun Oasis and Castle Peak Road into two separate routes.

47. The first proposer of Paper No. 13/2019 said that according to the TD's written response, the occupancy rate of Route No. 962C buses departing from Lung Mun Oasis was about 65% but in fact, the buses were full. For some passengers who might not want to stand on long-haul bus trips, they could only use other relatively indirect modes of transport. The department was out of tune with passenger needs if it deemed that a 60% occupancy rate still did not represent a factor for an increase in the number of trips. She complained that lobbying the TD for more trips was always like milking the bull, hoping that the department would be empathetic towards residents who were plagued by long commutes.

48. A Member said that basically passengers had to stand throughout the journey even if they were lucky enough to board a bus on Route No. 962C at the downstream stop in the Chi Lok Fa Yuen area. He suggested Citybus consider following the KMB in launching premium bus services. In his opinion, passengers would consider paying a slightly higher fare for a seat. Furthermore, he expressed support for an increase in the number of trips on Route No. 962X, remarking that nothing had been achieved despite more than a decade of efforts to this end, but by contrast, as he had learnt recently, the number of trips on Route No. 962E would be increased. He hoped the TD and Citybus would give positive responses to Members' request.

49. Mr Damon LEUNG of the TD said the department would adjust the number of trips on franchised bus routes in accordance with their passenger volume.



Recent operation records provided by Citybus showed that the occupancy rates of the two morning forward trips and the evening return trips on Route No. 962C were some 65% and some 40% to 60% respectively. Given the current passenger volume, the department would maintain the same number of trips on Route No. 962C at the moment. It, together with Citybus, would also continue keeping track of the passenger volume of the route and make adjustments when necessary.

50. Mr Brian LAM of Citybus said that currently, the average occupancy rate of the morning forward trip on Route No. 962C was about 65%, while the occupancy rates of the evening return trips were 60% and 40% respectively. He reckoned that generally, the current number of trips could meet passenger demand. In addition, Citybus would pay close attention to changes in the passenger volume of Route No. 962C after the opening of Central - Wan Chai Bypass.

51. The Chairman would like the TD and Citybus to consider Members' views.

**(E) Request for Review of the Terminus Location of KMB Route No. 252 at Tuen Mun Road Bus-Bus Interchange (Tuen Mun-bound) and Service Enhancement**

**(TTC Paper No. 5/2019)**

**(Written Response from KMB)**

**(Written Response from TD)**

52. The Chairman welcomed Mr LEUNG Ling-yin, Manager, Transport Planning, Mr WONG Kam-tim, Assistant Manager, Operations, Tuen Mun Depot, and Ms Betsy LEUNG, Assistant Manager, Public Affairs of the Transport Planning and Public Affairs Department, of the KMB to the meeting.

53. The Chairman said the KMB and the TD had provided written responses before the meeting, and the Secretariat had distributed the written responses to Members on 16 January.

54. The first proposer of the paper welcomed the early launch of Route No. 252, but noted that it was not enough to operate only one departure per hour at peak times and many residents in NAPA had complained about the buses not running to schedule. Having written to the TD on this matter earlier, she hoped the KMB would make improvements. She further noted that the current service frequency on Route No. 252 was still unable to satisfy the demand of residents in the So Kwun Wat area, and that the TD had proposed in the Bus Route Planning Programme

2018-2019 of Tuen Mun District (“BRPP”) that Route No. 252 be upgraded to a whole-day service, subject to the delivery time for mid-sized single-deck buses. In view of this, she asked the department about the progress of the matter concerned and the possibility of expediting it. Furthermore, many residents living along Castle Peak Road had reported that as the bus stop of Route No. 252 at the lower level of the Interchange was about 100 metres away from the stops of other KMB routes, passengers changing buses were inconvenienced and bus resources were not effectively used. She was glad the TD and the KMB mentioned in their written responses that consideration would be given to relocating the terminus of Route No. 252, and she hoped the department concerned would explain how the proposal would be implemented.

55. Mr Damon LEUNG of the TD said that in response to the development of the So Kwun Wat area, the KMB had advanced the launch of Route No. 252 to 25 June the year before. The department knew the KMB’s plan to enhance the route’s service in accordance with the BRPP, and would further follow it up with the KMB. In addition, the department would explore with the KMB the spatial and operational feasibility of relocating the route’s terminus. The KMB had put up a display panel for real-time bus arrival information at the lower level of the Interchange (Tuen Mun-bound) in early January, on which the estimated arrival time of buses on Route No. 252 was shown to provide convenience for waiting passengers.

56. Mr Stephen WAN of the KMB said the company was discussing with the TD the relocation of the terminus of Route No. 252 to somewhere closer to other bus stops to provide convenience for passengers. He pointed out that the design of the Interchange (Tuen Mun-bound), which was shared by buses and other vehicles, differed from that of the Interchange (Kowloon bound), and prolonged parking of buses would block other vehicles’ access, hence the reason for the Route No. 252 terminus being situated at the current location. Moreover, the KMB was making preparations to enhance the service of Route No. 252 under the BRPP.

57. The Chairman would like the TD and the KMB to further follow up on the captioned matter and report back to the relevant Members on the progress.

**(F) Request for the KMB to Introduce Different Categories of Monthly Passes**

**(TTC Paper No. 6/2019)**

**(Written Response from KMB)**

58. The Chairman said the KMB had provided a written response before the meeting and the Secretariat had distributed the written response to Members on 16 January.

59. The first proposer of the paper said the existing KMB monthly pass, which fetched \$780, was not attractive as only Tuen Mun residents who commuted to Hong Kong Island could use up the value of the monthly pass, whereas those commuting to Kowloon and Tsuen Wan spent only \$600 and \$400 or so on transport each month. She therefore suggested the KMB introduce a three-tier system covering monthly passes for long, medium and short-haul journeys to attract more passengers to purchase monthly passes, with fare differential on journeys to areas not covered by the monthly passes to be paid by Octopus Card. Besides, as the existing monthly pass sale machines were quite few in number and mainly situated at bus termini, some passengers might have to take a ride just for purchasing a pass. She suggested monthly pass sale machines be made available at more bus stops, convenience stores and the Interchange to provide convenience for passengers to buy monthly passes.

60. Ms Betsy LEUNG of the KMB said that in the previous year, the bus company had launched the monthly pass in March and enhanced the sale arrangements in September, from which the validity of the monthly pass was calculated on the basis of 30 consecutive days instead of one month to enable passengers to use the monthly pass more flexibly. The KMB noted and would consider Members' proposal for a tiered system for monthly passes.

61. A Member concurred with the proposal for a tiered system for monthly passes, saying that residents in the Tuen Mun Ferry Pier area could hardly benefit from the KMB monthly pass as they went to Hong Kong Island mainly by Citybus. He hoped the KMB would explore the introduction of a less expensive monthly pass at a suggested price of about \$500, which could be used on routes with fares of no more than \$13 to \$14, provided that any shortfalls associated with fares above that level should be made up. When launching the monthly pass the year before, the KMB had already said it would study the introduction of lower-priced monthly passes, so the Member asked about the preliminary direction of the study. He also

enquired about the monthly sale figures on the KMB monthly pass.

62. Mr Damon LEUNG of the TD said the department had no comment on the captioned matter.

63. Ms Betsy LEUNG of the KMB said the bus company would consider the proposal for lower-priced monthly passes. Factors for consideration included technical and financial feasibility, and it was also necessary to avoid monthly pass users being subsidised by passengers who did not buy monthly passes. The KMB would continue to hear different views.

64. A Member said he had proposed the introduction of monthly passes to the then chairman of the Kowloon-Canton Railway ("KCR") years before when West Rail Line was opened, and the KCR's reply was similar to the above response made by the KMB; however, a wide variety of monthly passes had been launched for West Rail thus far, attracting a large number of passengers to buy them. In response to the KMB's concern about the financial feasibility of monthly passes, she said the operating costs of buses were fixed regardless of passenger volume, but monthly passes could bring higher fixed revenues for the KMB, so she suggested the KMB refer to what the MTR's practice. She noted that the current KMB monthly pass offered few benefits to long-haul passengers and no value for money to short-haul passengers. Therefore, she requested the KMB to provide a timeline for its study on monthly passes for short-haul trips.

65. The first proposer of the paper agreed that monthly pass users should not be subsidised by passengers who did not buy monthly passes. Besides, she said the KMB should give consideration to the fact that passengers who did not buy monthly passes represented unstable bus patronage as they had a wide choice of transport, whereas with a preference for riding on KMB buses, monthly pass users represented more stable bus patronage and provided guaranteed revenues for the KMB. It was believed that the MTR had taken financial feasibility into account before offering the current monthly pass on a permanent basis, so she hoped the KMB would positively consider and introduce as soon as possible a tiered monthly pass system.

66. A Member expressed support for the two requests made in the paper and asked about the current number of passengers who had bought the KMB monthly pass. Besides, he said that if the sale volume was low, that meant the monthly pass scheme was not attractive and the KMB should launch different types of monthly

passes for passengers to choose.

67. Ms Betsy LEUNG of the KMB said some 10 000 passes had been sold in the previous March, the first month after the launch of the monthly pass, and the sale volume was still on the rise.

68. The Chairman would like the TD and the KMB to consider Members' views.

**(G) Request for Addition of Bus Routes Running from Northeast Tuen Mun to Causeway Bay and North Point and Vice Versa**

**(TTC Paper No. 7/2019)**

**(Written Response from TD)**

69. The Chairman said the TD had provided a written response before the meeting and the Secretariat had distributed the written response to Members on 16 January.

70. The first proposer of the paper said there were only six trips on Route No. 960S running from Fu Tai, Parkland Villas and the King Fung area to Hong Kong Island every morning, but no return trip service was provided. As the population of that area was rising and residents heading for Hong Kong Island outside the service hours of Route No. 960S had to go to Hung Kiu for Route No. 960. She therefore hoped a whole-day service be launched running from northeast Tuen Mun to Hong Kong Island. Besides, as Central - Wan Chai Bypass was already open, she suggested the additional bus route run to Causeway Bay and North Point directly via Central - Wan Chai Bypass to bypass traffic congestion.

71. Ms Cammy TSE of the TD said Members' views were noted, and the department would keep tabs on the existing transport services and make appropriate arrangements in due course.

72. Mr LEUNG Ling-yin of the KMB said Members' request for the launch of a cross-harbour bus route running to Causeway Bay and North Point was well noted. The existing KMB Route No. 960S ran from northeast Tuen Mun to Wan Chai in the morning, and the KMB would actively support any arrangements that enabled the Route No. 960 series or other special routes to run from northeast Tuen Mun to Causeway Bay and North Point in the morning, and it would further discuss the feasibility of the captioned proposal with the TD.

73. The Chairman would like the TD to consider Members' views.

**(H) Request for Wrapping Turning Sections of Light Rail Tracks in Rubber Sleeves to Reduce Noise**  
**(TTC Paper No. 8/2019)**

74. At the meeting, the first proposer of the paper played an audio recording of an LR vehicle passing through a curved section, saying that nearby residents were plagued by such a noise nuisance and deprived of a peaceful life. She said it was known that the MTR had put in place noise abatement measures at some LR sections, such as wrapping tracks with rubber sleeves, lowering the speed of LR vehicles passing through curved sections and spraying powder or water on tracks. The equipment of the Light Rail Transit, which had been in service for more than 30 years, had started to age and it was necessary to mitigate the noise produced by LR vehicles passing through curved sections and crossroads. She requested the MTR to give a response on this.

75. Members made comments and enquiries on this matter as follows:

(i) A Member said the TMDC had voiced its opinions to the MTR years before and the MTR had taken continuous noise abatement measures then, but currently such measures were carried out at regular intervals only. Due to the current frequent LR services and weather condition, greater friction and, hence, relatively loud noise were produced when LR vehicles passed through curved sections of track. The Member therefore urged the MTR to step up checks on the condition of curved sections of track. She further said some residents had called the MTR hotline to complain about the noise problem, but the situation had not been ameliorated. She said the noise could be effectively mitigated by wrapping curved sections of track with rubber sleeves. She hoped the MTR would take action as soon as possible and provide a timeline or alternatively, it should carry out other noise abatement measures at curved sections more frequently. She said that with the population ageing, many retired people often stayed at home and were plagued by the noise nuisance. In view of this, she hoped the MTR would respond positively to Members' requests;

(ii) A Member believed all residential units neighbouring to LR tracks were prone to a certain extent of noise nuisance. Taking Yau Oi Estate as an example, he added that all residential units in the estate were close to LR tracks and the noise problem was commonplace. He suggested the MTR

give priority to LR track sections near residential units in carrying out noise abatement measures, and he agreed with the approach suggested in the paper;

- (iii) A Member said the audio recording played just before had been made at a curved section of a flyover on LR Route 614. The elevated flyover was just less than 100 metres away from the nearby residential units and the particularly harsh noise generated at the curved section posed a great nuisance at night. It was proposed in the paper that curved sections of LR track be wrapped by rubber sleeves, but it might take quite a long time to implement this proposal, so the Member suggested tracks be grinded or spread with lubricating oil first to reduce noise in the short run. In addition, the Member asked the MTR if there were any more advanced technologies for noise mitigation; and
- (iv) A Member agreed that the noise generated at curved sections of LR track was a great nuisance to the public and required priority attention. Besides, she pointed out that loud noise was also produced when vehicles passed some LR tracks running across motorways and such noise in the Sun Tuen Mun Centre area, for example, could not only reach residential units on the 20<sup>th</sup> floor or so, but even last overnight. Therefore, she enquired about solutions to the above problem.

76. The Chairman would like the MTR to give responses first on the issue about noise at curved sections of LR track, and then on the issue raised by the Member about the noise produced when vehicles passed LR tracks. He said the issue of LR noise remained outstanding despite years of discussion, and asked whether the MTR had any plan for mitigation.

77. Ms Annie LAM of the MTR said the MTR received councillors' reports about noise at different sections of LR track from time to time and it had been following them up with the councillors. The MTR had put in place an array of measures to reduce the noise produced by passing LR vehicles, including grinding tracks and wheels and adjusting the operation patterns, so as to ensure tracks and vehicles were in good condition. She pointed out that tracks could not be grinded arbitrarily, so the MTR would conduct regular checks and grind tracks only when necessary. Moreover, the MTR had installed lubrication fittings at suitable track sections, which automatically released lubricating oil between wheels and tracks as an LR vehicle passed, to reduce the noise generated by friction. But for reasons of

LR operational safety, such fittings might not be suitable for some track sections, such as slopes or locations with greater curvatures. Furthermore, the steel wheel bearings of LR vehicles were fitted with shock-resistant rubber rings that had a sound absorption capacity, and the MTR inspected the condition of the aforesaid wheels and components in its routine vehicle checks to ensure the aforesaid parts continued to function well. The MTR had examined the paper's proposal to wrap tracks with rubber sleeves, only to find it was not suitable for the LR system. The MTR would keep abreast of new technologies on the market and explore feasible measures in due course to further mitigate the noise generated by passing LR vehicles.

78. The Chairman expressed understanding for the infeasibility of the proposal to wrap tracks with rubber sleeves. He suggested the MTR explore ways to minimise shock and thus mitigate noise.

79. The first proposer of the paper said the noise mitigation measures mentioned in the MTR's response were already in place, but ineffective. She said noise was generated not only at one curved section of LR track, and she hoped the MTR would further explore solutions. Due to the close-to-dwelling design of the LR system, residents were plagued by the noise nuisance and found it hard to fall asleep again after being awakened. She urged the MTR representative to raise the issue with the MTR.

80. A Member said the problem of LR noise had caused widespread concern but was hard to eradicate. He had followed up on the issue about noise at curved sections of LR track near Oceania Heights and Nerine Cove. He had also joined the TD and the MTR to consider grinding tracks and spraying water on them, which were not long-term cures for the problem though. He further said places far away from tracks might also be exposed to the noise nuisance, adding that some residents in Siu Lun Court, for example, were disturbed by the noise generated at the curved track section in front of Goodview Garden LR Stop. He urged the MTR to explore ways to improve the quality of tracks and wheels and called for the MTR's attention to the fact that a relatively large area was affected by LR noise. Besides, he asked the TD under what circumstances it would take remedial measures on rail noise, such as putting up noise barriers. He also said that Members found it difficult to follow up on the issue because according to the Environmental Protection Department's method of measuring average noise levels, the sporadic noise generated by LR vehicles did not exceed the limit.



81. A Member said the current measures taken by the MTR were not effective in reducing LR noise, as exemplified by the fact that the noise at a slope between Siu Hong Stop and Lam Tei Stop was not yet eliminated, so the MTR should explore new solutions to the problem.

82. The Chairman again suggested the MTR explore ways to minimise shock and thus mitigate noise. Also, he would like the MTR to consider Members' views.

(I) **Request for Thorough Improvement to Pedestrian Crossings at Light Rail Stops and Installation of Traffic Lights or Flashing Lights**

**(TTC Paper No. 9/2019)**

**Request for Expedient Provision of Warning Lights to Pedestrian Crossings at Light Rail Stops**

**(TTC Paper No. 11/2019)**

83. As the above matters were related to each other, the TTC agreed to discuss them together.

84. The first proposer of Paper No. 9/2019 said she submitted this paper with a heavy heart, as a child had been hit by and dragged under an LR vehicle at San Wai LR Stop. The child's father had told her that he did not want such incidents to happen again and urged the MTR to improve pedestrian safety by adding such facilities as traffic lights or flashing lights to pedestrian crossings at LR stops without delay. The flashing lights and audible devices installed at Lung Mun LR Stop were well-received by nearby residents, so flashing lights were believed to be more effective. She hoped the MTR would install flashing lights at pedestrian crossings with heavier pedestrian traffic without delay, so as to protect pedestrians.

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

85. The first proposer of Paper No. 11/2019 said the MTR shared the view that it was necessary to enhance pedestrian safety facilities, as evidenced by its trial project to install flashing lights at pedestrian crossings at Lung Mun LR Stop. She said she had first made the request for the MTR's provision of pedestrian safety facilities many years before, but the MTR had procrastinated all along and the fish-eye mirrors it had provided subsequently were not adequate to ensure pedestrian safety. At the previous TTC meeting, she had requested the MTR to install pedestrian safety

facilities at pedestrian crossings at all LR stops in Tuen Mun, but while the words were still fresh in mind, the accident had already taken place on 17 December 2018 in which a boy was hit by an LR vehicle at an LR pedestrian crossing. No matter who was right or wrong, it was necessary to ensure pedestrian safety. In her opinion, the flashing light poles at Lung Mun LR Stop were well-received by nearby residents and the above accident rekindled residents' concern about pedestrian safety at LR stops, so it was necessary for the MTR to take prompt action to install flashing lights at LR pedestrian crossings. She suggested flashing lights be installed to San Wai and Leung King LR Stops first and requested the MTR to provide a timeline.

86. Ms Annie LAM of the MTR said the MTR was deeply concerned and upset about the incident that had taken place on 17 December 2018, with its deepest sympathy extended to the injured person and his family, adding that the MTR's staff had made hospital visits on and after the day of the accident and kept in touch with the family to provide necessary assistance. She said safety was always the primary consideration in railway operation, and the MTR was joined by relevant departments to regularly review and improve the safety of LR pedestrian crossings. The MTR had kept providing pedestrian safety facilities, such as yellow plastic or metal pedestrian bollards, to remind pedestrians to observe road condition before crossing roads. Despite the low usage of San Wai LR Stop and its pedestrian crossing, the MTR had immediately sent additional staff after the accident to help passengers to cross the road. Besides, intelligent pedestrian bollards with flashing lights were on trial at pedestrian crossings at Lung Mun LR Stop, and the lights would flash with a "ding-ding" sound produced when an LR vehicle was approaching. If the result was satisfactory, they would be installed at San Wai LR Stop as soon as possible. To further improve pedestrian safety, the MTR planned to install mobile gates at pedestrian crossings at that stop, which could be easily pushed open when pedestrians crossed the road but would remain close at other times. In addition, she gave a reply to the Member, saying that the MTR would continue to pay attention to the situation at pedestrian crossings at Leung King LR Stop, and the information would be passed to the relevant MTR departments for consideration.

87. Members made the second round of comments and enquiries on this matter as follows:

- (i) A Member said some proposals in the paper had already been raised before the above accident, and he hoped there would be no more accidents. He said some LR stops were close to other traffic facilities like bus stops, and pedestrian crossings at such stops were used by even more people, so more

attention should be paid to pedestrian safety. He cited Yau Oi and On Ting LR Stops, which were close to bus stops, as an example, saying that when passengers saw arriving buses, they might rush through the pedestrian crossings without noticing approaching LR vehicles, so pedestrian safety facilities must be installed at these LR stops at an earlier time. Besides, there were many housing estates near Yau Oi LR Stop and many residents passed through the pedestrian crossings in front of the LR stop for other places. While fish-eye mirrors were provided there, safety facilities were still not enough and LR captains might not be able to notice all vehicles passing the pedestrian crossings. The Member therefore urged the MTR to install pedestrian safety facilities at LR stops that had relatively heavy pedestrian traffic or were close to other traffic facilities;

- (ii) A Member said it took only one accident to end a life. The Member was dissatisfied because it was only after the incident that the MTR had improved facilities at some LR stops. The Member reckoned that if the pedestrian safety facilities on trial were satisfactory, they should be installed at all LR stops in Tuen Mun. While children might cross roads carelessly and the MTR might not take full responsibility, it still should further enhance pedestrian safety facilities at LR stops;
- (iii) A Member said Prime View LR Stop witnessed many hair-raising scenes between 7:00 a.m. and 8:00 a.m. on a morning. She explained that there was no traffic light on one side of the stop, which was close to bus stops, minibus stops and a primary school, and many residents hurrying to work or school ignored approaching LR vehicles and rushed through the pedestrian crossing, resulting in many scenes of danger. While agreeing that San Wai LR Stop should be prioritised for improvements to pedestrian safety facilities, she said the order in which pedestrian safety facilities were installed thereafter should be determined by pedestrian traffic, with consideration given to traffic facilities and schools near LR stops. In her view, the MTR should set criteria to determine the order in which pedestrian safety facilities were installed;
- (iv) A Member agreed that flashing lights should be installed at all pedestrian crossings at LR stops for the sake of public safety. Besides, the Member asked whether the mobile gates mentioned by the MTR would cause inconvenience to wheelchair users and passengers with prams or handcarts.

The Member requested the MTR to consult Members about the design drawings or arrange a site visit before implementation;

- (v) A Member said the LR design was inherently flawed and its facilities were fraught with dangers. He had requested more than a decade before that traffic lights or flashing lights be installed at pedestrian crossings at LR stops, but the MTR had not given any concrete response as yet. The Member therefore requested that the MTR expeditiously install flashing lights or indicator lights at pedestrian crossings at all LR stops in Tuen Mun for improvement, instead of waiting and making improvements only after accidents. He said that for example, there was a 90° corner at Kin Seng LR Stop and it was only after repeated requests that the MTR had provided fish-eye mirrors, yellow pedestrian bollards and road markings, which were already archaic. Given that elevated LR operation was not possible, the MTR should put in place effective safety facilities;
- (vi) A Member said the proposal to install flashing lights had been discussed at the previous TTC meeting and was widely supported by Members who had joined the site visit. He said he was interested to know how the MTR could truly install pedestrian safety facilities at LR stops in the entire Tuen Mun, instead of making perfunctory efforts to provide such facilities at some stops only. Furthermore, he urged that MTR should implement the captioned proposal as soon as possible without having to wait for the results of the trial project. He also requested the MTR to explain the criteria for determining the order in which such facilities were installed, and to provide a timeline;
- (vii) A Member said he noticed that power boxes at LR stops obstructed pedestrian crossings and posed a safety concern, adding that such a problem occurred at Siu Lun LR Stop and was more serious at Goodview Garden LR Stop, for example. He said it was very difficult to persuade the MTR to move power boxes, and there had been only a few successful bids before. The problem would persist if the MTR refused either to move power boxes or to erect pedestrian bollards. For the criteria for determining the order in which pedestrian safety facilities were installed, he opined that consideration should also be given to special schools near LR stops; and
- (viii) A Member said there was also a view-blocking power box at San Wai LR Stop, which could cause the same accident. He suggested the MTR not

only install flashing lights but also consider moving or shrinking the power boxes.

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

88. Ms Annie LAM of the MTR said Members' comments were noted. She further said the MTR would consider pedestrian traffic, the usage of pedestrian crossings and the views there when installing pedestrian safety facilities at LR stops, adding that suitable facilities would also be installed in response to the situations at individual crossings. She said she understood that most Members supported the installation of intelligent pedestrian bollards, and the MTR would review the situations at all LR stops and the environment surrounding the stops, and cooperate with relevant departments.

89. Members made the third round of comments and enquiries on this matter as follows:

- (i) A Member suggested the position of the power box at San Wai LR Stop and its surrounding environment be reviewed to find a suitable position for re-installation of the power box. Moreover, the Member noted that there was also a view-blocking warning sign saying "No trespassing onto track" beside the track at San Wai LR Stop. The Member suggested consideration be given to moving it as well;
- (ii) A Member said it took quite a long time to implement the MTR's proposal for pedestrian safety facilities. As the MTR had quickly dealt with the problem involving a view-blocking power box at Siu Hei LR Stop, the Member suggested the MTR refer to the above experience to fix the problem without delay;
- (iii) A Member said tracks near Siu Hei LR Stop were very close to schools and captains' views were blocked by power boxes, so students were put in danger while captains were put under great pressure. The Member requested the MTR to reinforce safety measures; and
- (iv) A Member said banners near LR pedestrian crossings might also block views and requested the District Lands Office, Tuen Mun to examine the situation.

90. The Chairman said that if LR pedestrian crossings were obstructed by

councillors' banners, he would like the District Lands Office, Tuen Mun to ask the councillors concerned to remove them.

91. A Member asked the MTR to inform Members about the timeline for the installation of pedestrian safety facilities. The Chairman would like the MTR to inform the Secretariat directly.

92. The Chairman would like the MTR to consider Members' views.

**(J) Request for Simpler Application Procedures for the Public Transport Fare Subsidy Scheme to Encourage and Facilitate Participation of Non-Franchised Bus Service Operators**

**(TTC Paper No. 10/2019)**

**(Written Response from TD)**

93. The Chairman said the TD had provided a written response before the meeting and the Secretariat had distributed the written response to Members on 16 January.

94. The first proposer of the paper noted that whether members of the public were eligible to receive subsidies under the non-means tested Public Transport Fare Subsidy Scheme ("Scheme") depended on whether the means of transport they used were covered by the Scheme and whether the operators concerned had already joined it. After repeated requests made by members of the local community, the Government had added non-franchised buses ("residents' buses") and red minibuses to the Scheme, giving many residents the hope that they could receive subsidies on residents' bus fares. But in fact, the TD had so far added residents' buses only from NAPA and Oi Ting Estate to the Scheme, and this could easily lead to misunderstanding by those who took other residents' buses. He opined that as the department in charge of the implementation of the Scheme, the TD was supposed to be able to foresee this problem and work out a solution to it. He asked whether the TD had sought to understand the financial position of residents' bus operators. Besides, he pointed out that some operators did not join the Scheme because of extra costs, and this ultimately inflicted losses on members of the public. He said he had learnt that some residents' bus operators not only refused to join the Scheme but even lied to the owners' corporations ("OCs") concerned, claiming that the TD had rejected their applications. He held the TD responsible for the above problem and requested a response from the department.

95. The Chairman said residents' bus operators must apply to the TD for joining the Scheme on their own initiative, adding that using the Octopus payment system was a prerequisite for joining the Scheme.

96. Mr Damon LEUNG of the TD said residents' bus operators were welcome and encouraged to join the captioned Scheme, which had come into operation on 1 January this year. As at 31 December 2018, three residents' bus routes in Tuen Mun had joined in the Scheme. Playing a supplementary role in the public transport system, residents' bus services were operated in a relatively flexible manner with their fares not subject to the department's examination and approval. Therefore, while residents' buses were covered by the Scheme, the Government should also take risk-based monitoring measures to suitably manage risks and minimise abuses of the Scheme. As the whole Scheme was run by the Octopus system, the Government's monitoring measures were in place, which included requesting the operators to equip their vehicles with the Octopus payment system and undertake to comply with specific operational requirements, such as regular submission of operational data and punctual uploading of records of transactions processed by the Octopus payment system. Under the Scheme, residents' bus operators were required to provide services in accordance with the operational details approved and prescribed by the TD, including the routes, service hours, service frequency and fares. Operators who fulfilled the above requirements might fill in forms and apply to the department for joining the Scheme. Moreover, the TD kept in close touch with residents' bus operators and knew that some residents' bus operators might have failed to make valid applications to the department for joining the subsidy scheme before its commencement for related reasons, such as the fact that they needed more time to consider their participation in the subsidy scheme or to negotiate contract arrangements with passenger representatives. Yet, the department would still receive and process the applications for them to join the Scheme after its commencement, so that the residents' buses concerned could be added to the subsidy scheme as soon as possible.

97. Members made comments and enquiries on this matter as follows:

- (i) A Member asked whether the TD was aware that residents' bus operators applying for joining the Scheme had to go through highly complicated procedures - not only did they have to provide operational data regularly but the OCs of their housing estates had to submit financial reports. She said she did not understand why the TD made simple things complicated, adding that many residents' bus operators had asked her to request the TD to

simplify the application procedures. The unduly complicated application procedures discouraged smaller operators from joining the Scheme. She therefore called for the department to simplify the application procedures as soon as possible;

- (ii) A Member asked whether the TD had any specific measures in place to help residents' bus operators to join the Scheme. Besides, he said it was only from the response just made by Mr Damon LEUNG of the TD that he learned about the participation of the third Tuen Mun residents' bus route in the Scheme. He asked when the department would release details on the Internet after routes were added to the Scheme. He expected the department to boost transparency by keeping relevant stakeholders informed about the progress of the applications for relevant routes to be added to the Scheme. He urged the department to rationalise relevant procedures under the Scheme and maintain good communication with Members about the Scheme;
- (iii) A Member asked whether the encouragement mentioned by the TD included monetary incentives. He said that if the Government provided subsidies for residents' bus operators to install such equipment as Octopus payment machines, those operators who had already installed such equipment would claim subsidies from the Government. He further said residents living in northwest New Territories were the main users of residents' buses, and he cited a survey as saying that the proportion of residents using residents' bus services was higher in Tuen Mun than in other districts, so he found what the department said unacceptable as it discriminated against Tuen Mun residents. He worried that residents' bus operators would pass the costs for installing Octopus payment machines on to passengers and opined that the department had a share of responsibility on this matter. A series of problems would arise if a large number of passengers switched to public buses after fare hikes on residents' bus services. He remarked that the problem mentioned in the paper was acute in Tuen Mun and might occur in other districts. He therefore considered the TD's response highly irresponsible; and
- (iv) A Member said government policy should benefit the general public, but there were some examples, such as the traffic rationalisation among the three road harbour crossings, showing that the Government was skewed towards zaibatsu. He had had contact with a small company operating residents'



bus services, who refused to join the Scheme because the company gained nothing despite unduly high administrative costs and over-complicated procedures. Eventually, passengers would choose only the operators who had joined the Scheme and this would result in monopoly by large operators, which was not what the public wanted to see. He echoed other Members' request for the TD's simplification of the application procedures for all passengers to enjoy subsidies.

98. The Chairman would like the TD to consider Members' views and explore streamlining the Scheme's application procedures.

99. Mr Damon LEUNG of the TD said Members views were noted and would be passed on to the team in charge of the Scheme for follow up.

100. The Chairman believed that using the Octopus payment system was a prerequisite for a residents' bus route to be added to the Scheme.

101. A Member requested the TD to provide a written response on or before 16 February in which other solutions should be mooted even if the problem was not yet solved.

102. The Chairman said Members should encourage operators to make applications even if the TD was going to offer assistance to residents' bus operators.

103. A Member added that in his constituency, an operator had already made an application and its vehicles had already been equipped with Octopus payment machines, but the operator worried about failing to join the Scheme in time, as the procedures were too complicated. There would be a great deal of criticism if residents mistakenly thought they could receive subsidies for riding on any residents' bus using the Octopus system for payment. He therefore requested the TD to streamline the application procedures.

**(K) Request for Safe Crossing Facilities at Junction of Leung Choi Lane and Tai Fong Street**

**(TTC Paper No. 12/2019)**

**(Written Response from TD)**

104. The Chairman said the TD had provided a written response before the meeting and the Secretariat had distributed the written response to Members on 16

January.

105. The first proposer of the paper said the Tai Fong Street area was a school area with two LR stops, adding that many students rushed across the road after alighting but no safe crossing facilities were provided there. He therefore requested the installation of such crossing facilities as traffic lights, zebra crossings or safety islands. In view of the earlier incident at the pedestrian crossing at San Wai LR Stop, principals of nearby schools had expressed to him their worry about the same incident happening. He therefore hoped the TD would consider the installation of safe crossing facilities.

106. A Member said adequate safe crossing facilities were a basic demand of the public and Members. There was motor and LR vehicle traffic at the junction of Leung Choi Lane and Tai Fong Street, and a primary school would be moved to Leung Choi Lane in July this year. Therefore, students' awareness of road safety should be boosted while safe crossing facilities there should also be improved. He was dissatisfied because in its written response the TD refused to carry out any measure. He opined that if accidents happened there because the relevant departments continued to shirk their responsibility, the Home Affairs Department, the TD, the HyD and the MTR should be held responsible.

107. Miss Janet CHING of the TD said the department always paid attention to road safety. After preliminary examination of the feasibility of installing safe crossing facilities, the department found that due to environmental constraints at that location, installing a pedestrian crossing might have impacts on traffic and LR operation there, so it was not possible to install a pedestrian crossing for the time being. The department and the MTR were discussing measures, exploring enhancements to the existing pedestrian crossing facilities and driving pedestrians to use the right pedestrian crossing. The department would report back to Members after working out a preliminary plan with the MTR.

108. The first proposer of the paper disagreed with the TD's argument about geographic constraints at that location. In his opinion, the location was very wide and the installation of a zebra crossing would presumably not occupy extra space.

109. The Chairman suggested the matter be passed on to the Working Group on Traffic Problems within Tuen Mun District for further follow up.

110. While agreeing that this matter be passed on to the working group for follow up, a Member said that as the new school year was coming, early preparation was necessary to prevent problems. He therefore urged the relevant departments to make a site visit to the captioned location as soon as possible. He pointed out that the location was very wide and the population of Tai Hing Estate was ageing, so it was necessary to provide more safe crossing facilities.

111. The Chairman said a site visit to the captioned location could help solve the problem more effectively, adding that the matter was passed on to the Working Group on Traffic Problems within Tuen Mun District for further follow up.

Working Group  
on Traffic  
Problems within  
Tuen Mun  
District

**(L) Request for Diversion of Visitors Travelling between the Airport and the Hong Kong Port of Hong Kong-Zhuhai-Macao Bridge**

**(TTC Paper No. 14/2019)**

**(Written Response from TD)**

112. The Chairman welcomed Mr Tony WONG, Assistant Manager, Operations, of Long Win Bus Company Limited (“Long Win”) to the meeting.

113. The Chairman said the TD had provided a written response before the meeting and the Secretariat had distributed the written response to Members on 16 January.

114. The first proposer of the paper said that Route No. A33X was already circuitous and buses on the route had to call additionally at Hong Kong-Zhuhai-Macao Bridge (“HZMB”) after the opening of HZMB Hong Kong Port. She expressed concern that bus captains on such a long-haul route did not get enough rest, which could affect safety. Also, the excessively long distance of Route No. A33X was inconvenient for passengers. In view of the forthcoming opening of TM-CLKL (Northern Section), she suggested tourists travelling between the airport and HZMB Hong Kong Port be diverted. She asked whether Long Win had paid attention to the problems of bus drivers’ unduly long driving hours and passengers’ reluctance to take excessively long-haul routes. She requested Long Win to talk about its solutions respectively for the short term, and for the long term after the opening of TM-CLKL (Northern Section).

115. Members made comments and enquiries on this matter as follows:

- (i) A Member said that in an experiment, she had taken Route No. A33X at San Wai Stop for HZMB Hong Kong Port and, in case of smooth traffic flow, the

journey took 1 hour and 3 minutes. She agreed with a split into two routes running separately to the airport and HZMB Hong Kong Port, because the current patronage on Route No. A33X was not low, but passengers going to the airport and HZMB Hong Kong Port carried quite a lot of luggage;

- (ii) A Member said that in addition to splitting the route to the airport and HZMB Hong Kong Port, consideration should also be given to the fact that buses on Route No. A33X ran around in Tuen Mun for more than half an hour after departing from Fu Tai Estate; therefore, she suggested a split into two routes departing separately from Fu Tai Estate and Leung King Estate, in order to reduce the travelling time within Tuen Mun. She suggested this matter be passed on to the Working Group on Tuen Mun External Traffic for further follow up and an in-depth study be carried out on the routing arrangements for the Route No. A33 series; and
- (iii) A Member said a lot of problems arose as the TD and Long Win had not consulted with the TMDC before the launch of Route No. A33X. It was undesirable that the existing routes to the airport and HZMB Hong Kong Port overlapped. Furthermore, he was dissatisfied that Route No. A33X did not call at the Interchange, forcing Tuen Mun residents to change at Tung Chung for HZMB Hong Kong Port. Opining that the TD and Long Win should have consulted with passengers first, he hoped the relevant department would seriously review the arrangements for Route No. A33X.

116. The Chairman considered that it was more appropriate to discuss the split of the bus route running to the airport and HZMB Hong Kong Port next year.

117. Mr Tony WONG of Long Win said that with an average patronage of about 40 passengers per trip, Route No. A33X was not yet overcrowded at the moment, so there was no need to split it into routes to the airport and HZMB Hong Kong Port for the time being. The whole journey of Route No. A33X took about 90 to 100 minutes, and the journey beyond the HZMB Hong Kong Port stop took less than 10 more minutes only. Long Win would continue to discuss with the TD the plan for bus services after the opening of TM-CLKL (Northern Section), and it was believed that the journey distance would become much shorter by then. In this regard, he said Long Win would provide a proposal for the TD's in-depth discussion.

118. The Chairman urged the TD to consult the TTC as early as possible about the

plan for bus services after the opening of TM-CLKL (Northern Section).

119. Mr Damon LEUNG of the TD said the department was discussing with bus companies the plan for bus services after the opening of TM-CLKL (Northern Section), and it expected to consult the TTC about the plan in the first half of this year.

120. The Chairman said the route must be split for a shorter journey distance and a lower fare. He asked the TD and Long Win to consider Members' views and provide a plan for the TTC in the first half of this year.

**(M) Proposal to Install Lifts at the Footbridge across Ming Kum Road near Po Tin Estate**  
**(TTC Paper No. 15/2019)**

121. The Chairman welcomed Mr YIU Chiu-chung, Senior Engineer, and Mr HUI Chi-hung, Engineer, of the Major Works Project Management Office of the HyD; and also Mr Martin CHEUNG, Deputy Managing Director, and Mr Simon CHAN, Director - Development Division, of Mannings (Asia) Consultants Limited to the meeting.

122. Mr YIU Chiu-chung of the HyD said that on 13 January 2017, the department had consulted the TTC about the "next phase of the UAP", and on 12 May 2017, the TTC had chosen three walkways as the projects to be carried out in the next phase of the programme. The HyD had engaged a consultant in September 2017 to study the technical feasibility of the above retrofitting works, and the consultant had offered recommendations on the preliminary design for the footbridge across Ming Kum Road near Po Tin Estate (Structure No. NF342).

123. Mr Simon CHAN of the consultant gave a PowerPoint presentation to briefly introduce the captioned proposal (see Annex 2), and he said the work on the detailed design would start if Members' support was secured.

124. A Member said residents in the area concerned attached great importance to the captioned proposal. He had joined resident representatives for a number of times to make site visits and exchange views with the consultant. Also, he had requested that the exit of the new lift be situated at Leung Tak Street near Goodrich Garden. He said he supported the prompt implementation of the captioned proposal as nearby residents could benefit a lot from it.

125. A Member said long effort had been made towards the implementation of the captioned proposal. As the population of the area mentioned in the proposal kept growing, she hoped the project could be carried out as soon as possible. Noting that a detailed timeline for project implementation was not provided in the paper, she hoped the HyD and the consultant would respond.

126. A Member again urged the relevant department to carry out the project as soon as possible, because two new property developments had been added to the area mentioned in the captioned proposal.

127. The Chairman said Members' views were crystal clear. He would like the consultant to follow the matter up with the councillor of the constituency concerned.

128. A Member requested the HyD to provide a detailed timeline for project implementation.

129. Mr YIU Chiu-chung of the HyD thanked Members for supporting the captioned proposal and said the department would continue to follow it up with the councillor of the constituency concerned. The HyD would work on the detailed design immediately and undertake consultation, striving to invite tenders for the implementation of the works as soon as possible. He further said the lift retrofitting works to the footbridge (Structure No. NF196) had been discussed at the TTC meeting on 18 May 2018, and the tendering exercise for the works was underway, adding that the department would make preparations for the works as soon as possible after securing the TMDC's support.

**VI. Reporting Items**

**(A) Reports by Working Groups - Progress Reports of Working Groups as at 31 December 2018**

**(TTC Paper No. 16/2019)**

**(Written Response from TD)**

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

130. Members perused the paper.

131. Members had no comments and the Chairman announced that the report by the above working group was endorsed.

*Working Group on Traffic Problems within Tuen Mun District*

132. Members perused the paper.

133. The Convenor of the working group said that at a meeting of the working group, the relevant department had given no response on the matter of “Strongly Request the Government to Give a Detailed Account of the Progress of the Construction of Western Bypass Expeditiously”, so it had been suggested that the matter be referred back to the TTC for follow up. For the matter of “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”, the MTR had already said that was not feasible.

134. The Chairman said the HyD and the TD had provided written responses on the matter concerning the western bypass before the meeting, and the TTC would further follow up on the matter.

135. The Chairman said it was unreasonable for Routes No. K51, K53 and K58 not to call at the Sam Shing LR terminus, given that they were MTR feeder buses. He opined that at least one route should be deployed to call at the Sam Shing terminus. He requested an explanation from the MTR.

136. Ms Annie LAM of the MTR said that if Tai Lam-bound buses on Route No. K51 called at the Sam Shing terminus, the bus journey would change accordingly, which would affect passengers going to subsequent stops and, in turn, the overall journey time and service frequency. The MTR noted the Chairman’s proposal for Routes No. K53 and K58 to call at the Sam Shing terminus, and since each route had to be assessed according to its own circumstances, the MTR would further follow it up with the Chairman later.

137. The Chairman suggested the terminus of Route No. K58 at Castle Peak Bay be relocated to the Sam Shing terminus. Besides, he reiterated that it was unreasonable for the MTR feeder buses not to call at the Sam Shing LR terminus and requested at least one route be deployed to call at the Sam Shing terminus.

138. The Chairman said the matter was referred back to the Working Group on Traffic Problems within Tuen Mun District for follow up and asked the MTR to give a response to the request at the next meeting of the working group.

Working Group  
on Traffic  
Problems within  
Tuen Mun  
District

139. Members had no further comments and the Chairman announced that the report by the above working group was endorsed.

**(B) Report by TD**  
**(TTC Paper No. 17/2019)**

140. Members perused the paper.

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

141. A Member said that at the previous meeting, the TTC was unanimously against Routes No. 962, 962A, 962P and 962S calling at Macau Ferry Bus Terminus instead of the bus stop at Shun Tak Centre on Connaught Road Central, Sheung Wan during morning peak hours. After that, the TD had arranged a site visit for Members on 21 December 2018, and he had found that the TD-proposed bus stop was far away from Shun Tak Centre; therefore, the department had been requested to shelve the plan completely. Yet, the department had relocated the bus stop to a location closer to Shun Tak Centre on 14 January this year. The bus stop relocation plan was widely opposed by passengers, because a detour into Macau Ferry Bus Terminus would make the overall journey distance longer, and the great curvatures at the entrance and exit of the bus stop could cause dangers easily. He expressed concern that after the opening of Central - Wan Chai Bypass, Macau Ferry Bus Terminus would become a congestion-prone bottleneck. In view of this, he requested the department to relocate the bus stop back to Shun Tak Centre without delay and consider extending the bus stop outside Shun Tak Centre in the long run.

142. The Chairman said he had joined the site visit and the new bus stop proposed by the bus company was closer to the Shun Tak Centre footbridge. He opined that the new arrangements could be tried out first.

143. Mr Damon LEUNG of the TD said that after the previous TTC meeting, the department had invited Members through the Secretariat to a site visit with the Chairman and a Member participating. Having noted Members' comments during the site visit, the department had revised the bus stop relocation plan and informed the TTC about this. He said the current bus stop relocation plan was being carried out on a trial basis only and the department would gather opinions from Members and the public for further follow up.

144. A Member said that during the site visit, TD representatives had proposed



relocating the bus stop to somewhere closer to Shun Tak Centre. He did not disapprove of this proposal but said the department should have put forward the revised proposal for voting at the TTC. In this regard, he clarified that he had neither proposed nor agreed with the revised plan.

145. A Member noticed there was a paper of the Traffic and Transport Committee of the Central & Western District Council consulting its members about the route of Route No. P960. While the TMDC had earlier expressed clearly its opposition to Route No. P960 taking Victoria Park Road to Wan Chai (North) Bus Terminus, the route the department had proposed to the Central & Western District Council was the same as the route about which the TMDC had been consulted before. Therefore, the Member enquired about the result of the department's consultation with the Central & Western District Council.

146. A Member said that traditionally, the relevant department would consult with the district council again about revised plans after site visits. The Member criticised the TD for not respecting the TMDC, as it had hastily put the new arrangements on trial several days before the TTC meeting. She added that passengers on Route No. 962 were mainly Tuen Mun residents, so more weight should be given to their views.

147. The Chairman said few Members had joined the site visit, so he opined that the new arrangements could go on trial first. He said the proposed new bus stop was just about 10 metres behind the original location of the bus stop, and further revisions could be made if passengers found the new arrangements unsatisfactory.

148. A Member said it was not that the new arrangements were not allowed to go on trial but that, in the Member's opinion, the TMDC should have been consulted again about the revised plan before it went on trial.

149. A Member said she had not received any email invitation to the site visit held on 21 December 2018. Besides, she asked what follow up action the TD would take after the new arrangements were tried out. She was dissatisfied with the department's approach that bypassed the district council.

150. The Chairman said he had made it clear on the day of the site visit that the TD should put forward the revised proposal for voting at the TTC. Neither he nor the participating Member had agreed to the new arrangements being put on trial.

151. A Member expressed the hope that the TD would consult with the district council before putting new arrangements on trial in the future.

152. A Member said he had proposed on the day of the site visit that the TD should put forward the revised proposal for voting at the TTC first, and the Chairman had expressed his concurrence. Moreover, many passengers had told him that the journey distance was longer after the new arrangements went on trial. He therefore asked whether consultation with passengers was part of the TD's arrangements for the trial.

153. Mr Damon LEUNG of the TD said that having noted Members' comments during the site visit, the department had conferred with the bus company and then revised the bus stop relocation plan. The department held the view that the plan should be tried out as early as possible to see its effectiveness. It would be reviewed after three months to study passengers' opinions and room for improvement in operation. He had noted Members' comments and would pass on them to the division-in-charge for follow up.

154. The Chairman reiterated that the TD should have consulted with the district council before putting the new arrangements on trial. He requested the department to report on the trial implementation at the next TTC meeting, so that the TTC could decide whether to confirm the bus stop relocation plan.

155. A Member said the TMDC should not interfere too much with transport arrangements in other districts, or other district councils might follow suit by interfering with transport arrangements in Tuen Mun, which would cause confusion.

156. There being no other business, the meeting was closed at 1:19 p.m. The next meeting would be held at 9:30 a.m. on 15 March 2019 (Friday).

Tuen Mun District Council Secretariat

Date: 6 March 2019

File Ref: HAD TMDC/13/25/TTC/19