

Minutes of the 2nd Special Meeting of
the Traffic and Transport Committee (2018-2019) of
the Tuen Mun District Council

Date : 9 April 2019 (Tuesday)

Time : 9:32 a.m.

Venue : Tuen Mun District Council (TMDC) Conference Room

<u>Present</u>		<u>Time of Arrival</u>	<u>Time of Departure</u>
Mr SO Shiu-shing (Chairman)	TMDC Member	9:32 a.m.	End of meeting
Mr YIP Man-pan (Vice-chairman)	TMDC Member	9:32 a.m.	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	9:36 a.m.	End of meeting
Mr TO Sheck-yuen, MH	TMDC Member	9:32 a.m.	End of meeting
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.	11:09 a.m.
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
Ms CHING Chi-hung	TMDC Member	9:32 a.m.	End of meeting
Ms LUNG Shui-hing, MH	TMDC Member	9:32 a.m.	11:54 a.m.
Mr CHAN Man-wah, MH	TMDC Member	9:46 a.m.	End of meeting
Mr CHAN Manwell, Leo	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	9:39 a.m.	End of meeting
Mr KAM Man-fung	TMDC Member	9:42 a.m.	11:58 a.m.
Mr YEUNG Chi-hang	TMDC Member	10:41 a.m.	End of meeting
Mr YAN Siu-nam	TMDC Member	10:34 a.m.	End of meeting
Mr TAM Chun-yin	TMDC Member	9:32 a.m.	End of meeting
Mr James CHAN	Co-opted Member	9:34 a.m.	End of meeting
Mr CHAU Man Chun, Tony (Secretary)	Executive Officer (District Council) 2, Tuen Mun District Office, Home Affairs Department		

By Invitation

Mr. LIU Kin Wai, Rick	Senior Transport Officer/Bus/New Territories West, Transport Department
Miss SIU Ka Yan, Catherine	Transport Officer/Bus/New Territories West, Transport Department
Mr LAM Tze-ho, Addie	Chief of Communications and Public Affairs Department, The Kowloon Motor Bus Co. (1933) Ltd
Ms. Betsy LEUNG	Assistant Manager, Public Affairs, The Kowloon Motor Bus Co. (1933) Ltd
Mr. Desmond TANG	Assistant Manager, Transport Planning, The Kowloon Motor Bus Co. (1933) Ltd
Mr. WONG Kam Tim	Assistant Manager, Operations, The Kowloon Motor Bus Co. (1933) Ltd
Mr. Trevor NG	Operations Officer, The Kowloon Motor Bus Co. (1933) Ltd

In Attendance

Mr. LEUNG Tsz Hong, Billy	Assistant District Officer (Tuen Mun)2, Home Affairs Department
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 Lap Pun	Station Sergeant, District Traffic Team (Tuen Mun), Hong Kong Police Force
Mr. Stephen WAN	Manager, Operations, The Kowloon Motor Bus Co. (1933) Ltd
Mr. Tony WONG	Assistant Manager, Operations, Long Win Bus Company Limited
Mr. Brian LAM	Assistant Operations Manager, Citybus

Absent

Mr CHU Yiu-wah	TMDC Member
Mr NG Koon-hung	TMDC Member
Mr TSUI Fan, MH	TMDC Member
Mr CHAN Wai-ming	Co-opted Member
Mr IP Pak-wing	Co-opted Member

I. Opening Remarks

The Chairman welcomed all to 2nd Special Meeting of the Traffic and Transport Committee (“TTC”) (2018-2019) to follow up the Bus Route Planning Programme 2019-2020 for Tuen Mun District.

2. The Chairman asked the people in the public gallery to note that the space on either side of the screen of the overhead projector at the back of the conference room was press area. Except for the journalists who were registered and issued with a media sticker as identification and allowed to stay in the press area, other members of the public needed to stay in the public gallery for the meeting.

3. The Chairman reminded Members that any Member who was aware of a personal interest in a discussion item should declare the interest before the discussion. The Chairman would, in accordance with Order 39(12) of the Standing Orders, decide whether the Member who had declared the interest might speak or vote on the matter, might remain in the meeting as an observer, or should withdraw from the meeting. All cases of declaration of interests would be recorded in the minutes of the meeting.

II. Absence from Meeting

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

III. Matters Arising

**(A) Bus Route Planning Programme 2019-2020 for Tuen Mun District
(TTC Paper No. 18/2019)**

5. The Chairman welcomed Mr LIU Kin-wai, Rick, Senior Transport Officer/Bus/NTW and Miss SIU Ka-yan, Catherine, Transport Officer/Bus/NTW of the Transport Department, Mr LAM Chi-ho, Head of the Traffic Planning and Public Affairs Department, Mr TANG Ching-kit, Assistant Manager (Planning and Development), Mr WAN Wai-yim, Manager (Operations), Mr WONG Kam-tim, Assistant Manager (Operations), Mr NG Kwan-lok, Operations Officer of the KMB Motor Bus Co., (1933) Ltd. (the “KMB”), Mr WONG Ching-yuen, Assistant Manager (Operations) of the Long Win Bus Company Limited (the “LW”) and Mr Brian LAM, Assistant Operations Manager of the Citybus Limited (the “Citybus”) to the meeting.

6. The Chairman said the contents of the programme could be broken down into the following parts according to the TTC Paper No. 18/2019:

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- (a) Proposal to re-route KMB Route No. 52X;
- (b) Proposal to provide a new KMB Route No. 61A;
- (c) Proposal to provide additional KMB Route No. 67M (special departure);
- (d) Proposal to relocate the terminus of KMB Route No. 258A and re-route;
- (e) Proposal to re-route KMB Route No. 263A;
- (f) Proposal to re-route KMB Route No. 960B and Route No. 960X;
- (g) Proposal to provide additional KMB Route No. 961P (special departure);
- (h) Proposal to launch Citybus Route No. 962N;
- (i) Proposal to improve the service of Citybus – provide a special departure of Route No. 962S;
- (j) Proposal to provide a new bus service from Tuen Mun (Area 54) to Siu Hong (North);
- (k) Proposal to provide a new bus service from Tuen Mun (Area 54) to Sheung Shui;
- (l) Proposal to provide a new bus service from Tuen Mun (Area 54) to Tsim Sha Tsui;
- (m) Proposal to provide a new bus service from Tuen Mun (Area 54) to Kwun Tong;
- (n) Proposal to provide a new cross-harbour bus service from Tuen Mun (Area 54) to Sai Wan Ho; and
- (o) Proposal to provide a new bus service from Tuen Mun (Area 54) to Wan Chai (North).

7. The Chairman invited Mr LIU of the TD to give a brief introduction to the contents of the paper.

8. Mr LIU of the TD introduced the contents of the paper as follows, and said the department welcomed Members to make comments. The TD and the bus companies

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would respond to Members' comments and enquiries:

- (i) When designing the Bus Route Planning Programme ("BRPP") for the Tuen Mun District, the department would take into consideration the district development and population growth of the Tuen Mun District, work out new routes and propose to rationalise the current routes to continue to cope with the change in district population and passengers' demands;
- (ii) There were three major types of service adjustments in the BRPP: the first type involved the provision or launch of bus services, which included (a) the proposal to provide the new KMB Route No. 61A, plying between Yau Oi (South) and the Tuen Mun Road Bus-bus Interchange (the "Interchange"); (b) the proposal to provide an additional KMB Route No. 961P special departure, operating via Tsing Wan Road and Wong Chu Road; (c) the proposal to launch Citybus Route No. 962N; (d) the proposal to provide a special departure of Citybus Route No. 962S plying between So Kwun Wat and Causeway Bay (Moreton Terrace); (e) the proposal to provide an additional KMB Route No. 67M special departure, plying between Po Tin and Kwai Fong (Kwai Chui Estate), operating via the Tuen Mun Area 54; (f) the proposal to provide a new bus service from Tuen Mun (Area 54) to Siu Hong (North) to connect the railway network; (g) the proposal to provide a new bus service from Tuen Mun (Area 54) to Sheung Shui; (h) the proposal to provide a new bus service from Tuen Mun (Area 54) to Tsim Sha Tsui; (i) the proposal to provide a new bus service from Tuen Mun (Area 54) to Kwun Tong; (j) the proposal to provide a new cross-harbour bus service from Tuen Mun (Area 54) to Sai Wan Ho; and (k) the proposal to provide a new cross-harbour bus service from Tuen Mun (Area 54) to Wan Chai (North);
- (iii) The second type of service adjustments was aimed at enhancing the existing service. The bus routes involved included (a) Route No. 68A plying between Long Ping Estate and Tsing Yi Station, (b) Route No. 68X plying between Hung Shui Kiu (Hung Fook Estate) and Mong Kok (Park Avenue), (c) Route No. 261X plying between the Tuen Mun Town Centre and Fanling (Cheung Wah), (d) Route No. 960C plying the Fu Tai Estate Terminus and Wan Chai (North), (e) Route No. 962C plying between Tuen Mun and Taikoo, and (f) Route No. 962E plying between So Kwun Wat and Taikoo; and
- (iv) The third type of service adjustments was revision of existing bus routes, which included (a) the proposal to re-route the Tuen Mun-bound journey of Route No.

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52X via the Interchange (Kowloon-bound) to facilitate the residents along Sham Tseng and Tsing Lung Tau changing buses to the urban areas; (b) the proposal to relocate the terminus of Route No. 258A from Hung Fook Estate to Hung Yuen Road and increase the frequency; (c) the proposal to re-route Route No. 263A via Chak Cheung Street and provide an en route stop at the University Station; and (d) the proposal to re-route Route No. 960X and Route No. 960B via the Central-Wan Chai Bypass.

9. The Chairman invited Members to discuss the 15 parts of the programme in sequence:

Proposal to re-route KMB Route No. 52X

10. A Member said she had conducted district consultation and field test on the captioned proposal and found that it would take 20 and 15 minutes for a bus to travel from Sham Tseng and Tsing Lung Tau to the Interchange. She queried that the captioned proposal could not really provide convenience to the residents at Sham Tseng and Tsing Lung Tau. She said the TD should make a more direct proposal to improve the transport service in the above area. She further said it took only four minutes to walk from the Siu Lam bus stop to the Interchange. She did not believe that it would only take three minutes more for Route No. 52X to stop at the Kowloon-bound Interchange. Therefore, she opined that the department should not propose to re-route Route No. 52X thus affecting a lot of Tuen Mun residents. Moreover, she said the consultation showed that passengers of Route No. 52X had objections to the captioned proposal so she hoped the TD and the KMB would seriously consider how to improve the transport service in that area.

11. A Member said that although the TD indicated the travel time of Route 52X would only be three minutes more after implementation of the captioned proposal, there would be longer delay in the event of traffic congestion on the way. This would not only affect the passengers going to Tuen Mun, but the residents in Sham Tseng and Tsing Lung Tau would also be forced to take a more circuitous route to go to the urban areas. He said the TD should increase the transport service going to the urban areas from Sham Tseng and Tsing Lung Tau but not propose a plan to lengthen the Tuen Mun residents' time of return trip. Therefore, he had strong objection to the proposal.

12. Mr LIU of the TD said the department wanted to use the Interchange and the existing bus resources properly and provide the residents at Sham Tseng and Tsing Lung Tau with more choices of routes going to the urban areas. The department understood

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Members' concern about the route proposal concerned that it would slightly increase the travel time of return to Tuen Mun. Somehow, he said he hoped Members could understand that the proposal would also benefit the residents along the Castle Peak Road so he wanted to have a balance. Moreover, the department noted Members' comments on the increase of transport service from Sham Tseng and Tsing Lung Tau to the urban areas.

13. The Chairman said there was a lack of transport service going to Kwun Tong at Sham Tseng but re-routing Route No. 52X would cause impact on Tuen Mun residents. Therefore, he suggested that the TD should launch a circular route to and from Tuen Mun, Sham Tseng and the Interchange with new resources.

14. A Member said he agreed with the Chairman's suggestion. However, few passengers would go to the Interchange from Sham Tseng to change buses. There might be more passengers going to the Interchange from Tsing Lung Tau. Therefore, he opined that it could be re-considered to locate the point of return of the circular route at Sham Tseng or Tsing Lung Tau. He reiterated that he had objection to the captioned proposal.

15. Mr TANG of the KMB said the company noticed that some residents in the vicinity of Tsing Lung Tau wanted to go to the Interchange to change buses to the urban areas. Therefore, he proposed that the route of Route 52X should be slightly changed. The KMB noted Members' comments and concern about the captioned proposals and would further follow up with TD.

Proposal to provide a new KMB Route No. 61A

16. The Chairman said the TTC had discussed the captioned proposal at the 9th meeting on 15 March 2019 and requested to use new resources to launch Route No. 61A. He requested the TD and the KMB to report on the progress concerned.

17. Mr LIU of the TD said if the launch of Route No. 61A could be implemented, it could facilitate the residents along the Castle Peak Road going to the Interchange to change buses. The department noted the Chairman and many Members' comments on the request some time earlier that Route No. 61A should be launched with new resources to avoid affecting the frequency of Route No. 61M. As the current patronage of Route No. 61M was about 70%, the department held reservations on the use of new resources to launch Route No. 61A to strengthen the short haul service of Route No. 61M between Yau Oi (South) and the Interchange. However, the department would continue to closely observe the change in the patronage of Route No. 61M and would adjust the service level in due

course to meet the passengers' demand in due course.

18. Members made comments and enquiries on the captioned proposal as follows:
- (i) A Member said that as she understood, the TD would withdraw the proposal. She said Route No. 61A could strengthen the transport service in east Tuen Mun. The TTC should support it but the service of Route No. 61M should not be cut in exchange of the launch of Route No. 61A. Although the TTC had objections to the cut of Route No. 61M, there was no objection to the launch of Route No. 61A. Therefore, the department's decision was made after listening to half of the TTC's comments only. She continued to say that there were demands for transport service in east Tuen Mun and the KMB had resources to enhance the service in that area. As she observed from site visit, there were a lot of bus passengers along the Castle Peak Road owing to the intakes of new housing estates nearby. Therefore, the TD and the KMB should examine the population growth in east Tuen Mun and adjust the transport service in the area accordingly;
 - (ii) A Member said he welcomed the TD to suspend the captioned proposal by listening to citizens. He said the department's decision had favourably responded to the requests of the passengers of Route No. 61M. He hoped the department would take practicable measures to improve the transport services in the Tuen Mun District; and
 - (iii) A Member said the TD's representative had spoken vaguely. He said the department should state specifically to shelf the captioned proposal. At present, the population along the Castle Peak Road had been increasing. The service to the existing passengers would be affected if the resources of Route No. 61M were withdrawn to launch Route No. 61A. Like the discussion about Route No. 52X, the TD should use new resources to launch a circular route to and from Tuen Mun, the vicinity of Tsing Lung Tau and the Interchange but not just shelf the captioned proposal. He said the Interchange was designed to provide residents with an opportunity of interchanging more routes. Therefore, the TD should provide appropriate transport service to connect the areas along the Castle Peak Road and the Interchange.
19. The Chairman said there was an increase of 3,112 private residential flats in the vicinity of So Kwun Wat. That meant there would be an increase of almost 10,000 people if it was calculated at the rate of 3 people in a flat. Moreover, there would be more new

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residential flats completed gradually so the TD should launch a circular route to and from the Interchange as soon as possible but not shelf the captioned proposal. However, the prerequisite was that frequency of other routes should not be cut. He continued to say the government had claimed that the Interchange in Tuen Mun was the best throughout Hong Kong but the auxiliary transport connecting the Interchange was not good. Moreover, the KMB proposed that Route 52X should stop at the Interchange on the one hand, but cut the service of Route No. 61M on the other hand. He was very dissatisfied with this and reiterated that the population along the Castle Peak Road had been increasing so it was necessary to launch a circular route to and from the Interchange. At present, there had long been traffic congestion in the Castle Peak Road and buses were delayed sometimes so the residents had grumbled a lot. He requested the TD to respond whether to launch a circular route to and from the Interchange.

20. Mr LIU of the TD said the department understood that the demand for transport would rise with the population growth along the Castle Peak Road. The department had been paying close attention to the population change and arranged to strengthen the transport service concerned. For example, Route No. 252 was launched to connect the vicinity of So Kwun Wat to let the residents travel to and from the Interchange. The department noted that Members had objection to withdrawing the resources of Route No. 61M to launch Route No. 61A and their comments to request to use new resources to launch a circular route to and from the vicinity of the Castle Peak Road. The department would continue to observe the use of Route No. 61M and arrange the adjustment of service in due course.

21. A Member said Route No. 61M was different from Route No. 61A and should not be discussed together. She did not understand the department's proposal to withdraw the resources of Route No. 61M to launch Route No. 61A. She said residents had substantial demand for a circular route to travel to and from the Interchange so she supported the Chairman's comments. She said the TTC should firmly request the TD and the KMB to use new resources to launch Route No. 61A.

22. The Chairman said he did not want to shelf the launch of Route No. 61A. He had requested the launch of a circular route to and from the Interchange for a long time. Therefore, the TD should handle it as soon as possible instead of staying at the study stage. He continued to say no Members had objections to the launch of Route No. 61A. If the KMB could not launch a circular route owing to limited resources, there should be an open tender to let non-franchised bus operators to operate the route.

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23. Mr LAM of the KMB said he understood that most of the Members agreed with the idea of the launch of a circular route to and from the Interchange and wanted to implement Route No. 61A as soon as possible. He also understood that the waiting time for Route No. 61M of some residents might be longer after the captioned proposal was implemented. The KMB would continue to explore with the government to see how to improve this. He emphasised that the BRPP was designed to improve traffic conditions gradually and hoped the captioned proposal could provide convenience to the residents in the vicinity of Yau Oi (South). He further said the captioned proposal was aimed at using existing resources to strengthen the service for the road section with the greatest demand. The number of buses in operation would not be cut so he hoped Members could consider to accept it. The KMB would continue to discuss the subsequent plan with the government.

24. The Chairman said the KMB should increase the number of buses of Route No. 61M to avoid affecting the frequency of Route No. 61M. He requested again to implement the launch of Route No. 61A as soon as possible.

25. A Member said the TTC had no objections to the launch of Route No. 61A. They had objections to withdrawing the resources of Route No. 61M to launch Route No. 61A. Therefore, it was hoped the government could continue to explore the proposal to launch Route No. 61A and continue to discuss this issue at the next meeting.

26. The Chairman said Route No. 61A should be launched immediately without further delay.

27. A Member said the service of Route No. 61M should never be affected and Route No. 61A should be launched immediately. If the KMB could not launch Route No. 61A, non-franchised bus operators or green minibus operators should be allowed to operate the route.

28. The Chairman requested the TD and the KMB to consider Members' comments.

Proposal to provide additional KMB Route No. 67M special departure

29. Members made comments and enquiries on the captioned proposal as follows:

- (i) A Member said the captioned proposal did not help improve the service of Route No. 67M. She believed buses of Route No. 67A would be full once it departed from the Yan Tin Estate so the passengers waiting at the Fu Tai Estate and subsequent bus stops could not board the buses. However, there would be

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intake of a new housing estate along the route of No. 67M at the beginning of the next year. Then the population in the area would increase but the number of the buses of Route No. 67M did not increase at all. She said complaints about not being able to board Route No. 67M had started to rise after the intake of Yan Tin Estate. She believed passengers at the downstream bus stops in the vicinity of the Tuen Mun Town Centre would find it more difficult to board the buses. Therefore, the TD needed to increase the number of buses of Route No. 67M apart from the launch of Route No. 67A;

- (ii) A Member said she supported the captioned proposal. She said she had suggested to the TD and the bus company that there was still space to accommodate a new route at the Po Tin Bus Terminus. At present, it was not sufficient to have a few special departures during the morning peak hours at the terminus. Therefore, the residents of Po Tin Estate welcomed the launch of Route No. 67A very much and hoped the above route would be implemented as soon as possible. She said that according to the BRPP, Route No. 67A was launched to cope with the future population growth in the Tuen Mun Area 54. At present, only the Po Tin Estate Bus Terminus still had a lot of space to accommodate new bus routes among the bus terminuses in northwest Tuen Mun. The terminus could also cope with the future housing development in the Tuen Mun Area 54. Therefore, she requested the TD and the bus company to use resources properly to launch more new routes at the Po Tin Bus Terminus to overcome the transport problem in northwest Tuen Mun and the Area 54. Moreover, residents in Yan Tin Estate reflected to her that the transport service in the estate was insufficient. She suggested that the service of Route No. 67M should be strengthened at the same time and should not be implemented until the fourth quarter of 2020;
- (iii) A Member said the buses of Route No. 61M were usually full when they arrived at the bus stop of the Tuen Mun Government Secondary School during the morning peak hours. They were very crowded even if one could board the buses. He showed concern whether the passengers at the upstream bus stops could be picked up by the launch of Route No. 67A to leave more space for the passengers at the downstream bus stops to board the buses. He hoped the TD and the KMB could pay attention to the situation concerned. He further asked whether a half full departure could be arranged for Route No. 67M and suggested that the KMB should grasp the number of passengers through their frontline staff

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to arrange the departures flexibly in order to improve the feeling of the passengers. He showed support on the captioned proposal and requested the government to continue to monitor the number of passengers at the downstream bus stops of Route No. 67M;

- (iv) A Member said he/she supported the captioned proposal but the proposed frequency of Route No. 67A was too low with limited use on picking up passengers. The Member suggested that the frequency should increase at every 10 to 20 minutes. Moreover, the existing frequency of Route No. 67M could not meet the demand. It was too late for the commission of Route No. 67A in the fourth quarter of 2020. The commission of Route No. 67A was requested to be arranged as soon as possible. Furthermore, citing Route No. 267X as an example, the Member said the frequency increased at last was lower than the proposal in the BRPP as the TD tended to use the calculation of pedestrian flow as an excuse. Therefore, the Member requested the department to honour the commitment on Route No. 67A in the BRPP;
- (v) A Member said buses of Route No. 67M were often full when they got to the downstream bus stops after the Prime View Garden. As Route No. 67A would not be commissioned until the next year, she suggested that some of the buses reserved for Route No. 67A should be allocated for Route No. 67M. She further said she had suggested the arrangement of half full buses of Route No. 67M to depart from the Fu Tai Estate or the Prime View Garden some time earlier. Moreover, the proposed frequency of Route No. 67A was too low and she suggested increasing it to every 10 to 15 minutes. She indicated that the intake of the Yan Tin Estate had commenced so she did not understand why Route No. 67A would not be commissioned until the next year. She queried that the KMB postponed the implementation of Route No. 67A owing to insufficient buses. She suggested that the KMB should purchase more buses to meet the demand of the rising population for transport; and
- (vi) A Member said the transport problem of Tuen Mun Area 54 had been discussed for a long time and the captioned proposal did not increase the resources of Route No. 67M in fact and would cause conflicts only. In the long run, the frequency of Route No. 67M should increase. Moreover, the Member was very dissatisfied with no improvement proposal on Route No. 67X mentioned in the BRPP.

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30. Mr LIU of the TD said he noted most Members supported the comments raised by Members in favour of the captioned suggestion on the arrangement of the route service. As the intake of the housing estate in Tuen Mun Area 54 would commence in phases, it was proposed in the BRPP that the initial frequency of Route No. 67A was every 20 to 30 minutes. The department and the bus company would adjust the services subject to the population growth and change of passengers' demand in due course. Moreover, the department also understood Members had reflected that it was difficult to board the buses of Route No. 67M during some time slots at the downstream bus stops. The department would review the service of the route with the bus company.

31. The Chairman asked about the possibilities of the arrangement of half-full buses for Route No. 67M.

32. Mr WAN of the KMB said he noted the comments on the arrangement of half-full buses for Route No. 67M. The Operations Department of the KMB would make operational changes in line with the patronage or at the locations where passengers found it difficult to board buses, including the arrangement of half-full buses.

33. A Member said that since the intake of the Yan Tin Estate, the KMB had increased one bus for Route No. 67M only and did not increase the number of buses of Route No. 67X. Moreover, the frequency of Route No. 67A was too low. If the residents of Yan Tin Estate left homes at a time that did not match the frequency of Route No. 67M, they could only take Route No. 67M. Therefore, the TD should increase the frequency of Route No. 67M and should not expect the launch of Route No. 67A could overcome the problem of crowdedness on Route No. 67M. She had no objections to the arrangement of half-full buses at the downstream bus stops of Route No. 67M.

34. The Chairman invited the TD and the KMB to consider Members' comments.

Proposal to relocate the terminus of KMB Route No. 258A and re-route

35. A Member said Route No.258A and Route No. 258D shares the buses. The Member asked whether the frequency of Route No. 258D would be affected after the frequency of Route No. 258A increased.

36. Mr TANG of the KMB said that after implementation of the captioned proposal, Route 258A and Route 258D would have the increase of one bus together so the frequency of Route No. 258D would not be affected.

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37. A Member said that although Route 258A and Route 258D would have the increase of one bus together, the bus was allocated to Route No. 258A. As she observed, when the buses of Route No. 258D got to the bus stop at Tin Yue House of Tin King Estate, they were almost full so the passengers at the downstream bus stops could hardly board the buses. Some passengers even went to the upstream bus stops to board the buses for vacant seats. Therefore, she requested to increase the frequency of Route No. 258D.

38. A Member said the captioned proposal did not increase the frequency of Route No. 258D and passengers had more pressing demand for an increase of return trips. She said the BRPP for this year did not increase the transport service of northwest Tuen Mun. She requested to increase the frequency of Route No. 258D.

39. Mr TANG of the KMB said the demand of the passengers of Route No. 258D would not be ignored. The KMB had been following up Members' comments on the service of Route No. 258D and would continue to monitor the service of Route No. 258D and increase the frequency according to the demand.

40. Members made the third round of comments and enquiries on the captioned proposal as follows:

- (i) A Member felt dissatisfied with the responses from the representative of the KMB. He/she indicated that residents had reflected the frequency of Route No. 258D was not sufficient. Therefore, the Member requested to increase the frequency of Route No. 258D;
- (ii) A Member said he/she understood the Hung Fook Estate was a new development area and transport service needed to be strengthened. However, Route No. 258A and Route No. 258D had different routing except for using the same terminus. Therefore, they should not share buses to avoid clashes;
- (iii) A Member said he/she had objections to Route No. 258A and Route No. 258D sharing buses. The Member worried that the bus company would cut the frequency of Route No. 258D so the Member requested to increase buses to operate Route No. 258A; and
- (iv) A Member said Route No. 258A would operate via the vicinity of Lam Tei and welcomed the launch of the above route. The Member said the launch of Route 258A should not be implemented as late as the third quarter of this year.

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Moreover, passengers' demands for bus routes were not the same at different time. The transport could be overburdened if there were bus routes launched to go to all districts of Hong Kong. Members should weigh carefully to see if transport services were sufficient.

41. The Chairman requested the TD and the KMB to consider Members' comments.

Proposal to re-route KMB Route No. 263A

42. Members had no comments on the captioned proposal.

Proposal to re-route KMB Route No. 960B and Route No. 960X

43. Members had no comments on the captioned proposal.

Proposal to provide additional KMB Route No. 961P (special departure)

44. Members made comments and enquiries on the captioned proposal as follows:
- (i) A Member said the TTC had requested to extend Route No. 960 and Route No. 961 to Causeway Bay. Therefore, the Member suggested that Route No. 961P (special departure) should be extended to Causeway Bay as a pilot plan;
 - (ii) A Member said he/she supported the extension of Route No. 961P (special departure) to Causeway Bay to let other Tuen Mun residents interchange the above route for Causeway Bay;
 - (iii) A Member welcomed the special departure of Route No. 961P from the Leung King Estate and agreed that the above route should be extended to Causeway Bay. The Member said the frequency of Route No. 961P should increase in the long run;
 - (iv) A Member welcomed the proposal to increase one bus for Route No. 961 and the special departure of Route No. 961P from northwest Tuen Mun. However, Wong Chu Road was often congested during morning peak hours so it was not appropriate to arrange Route No. 961P (special departure) to operate via Wong Chu Road. The Member requested the TD and the KMB to explain; and
 - (v) A Member asked the TD about the criteria on deciding the service hours of Route No. 961P (special departure) and whether there would be a bus stop in the vicinity of Wong Chu Road. The Member also requested the department to

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consult the TTC when there was an improvement proposal of Route No. 961P in the future.

45. Mr Tang of the KMB said he understood that Members generally supported the launch of Route No. 961P (special departure). Although Wong Chu Road was rather busy during some time slots, the KMB opined that it was a better proposal for the above route (special departure) to operate via Tsing Wan Road and Wong Chu Road to save the travel time. The KMB noted Members' comments on the extension of Route No. 961P (special departure) to Causeway Bay and would follow up with the TD.

46. A Member said that even if the TD arranged the extension of Route No. 961P (special departure) to Causeway Bay in the future, Members' request for the extension of Route No. 960 and Route No. 961 to Causeway Bay should not be ignored.

47. The Chairman requested the TD and the KMB to consider Members' comments.

Proposal to launch Citybus Route No. 962N

48. A Member said the route Number of 962N was similar to those of the overnight bus routes thus confusing the citizens. The Member suggested that the Citybus should change it.

49. Mr LAM of the Citybus said they would review the number of the routes concerned to see whether there was any room for change.

Proposal to improve the service of Citybus – provide special departure of Route No. 962S

50. Members had no comments on the captioned proposal. Moreover, a Member requested to discuss the Proposal to Provide a Special Departure of Citybus Route No. 962C together and the Chairman agreed.

51. Members made comments and enquiries on the Proposal to Provide a Special Departure of Citybus Route No. 962C as follows:

- (i) A Member said the TD had cut the frequency of the buses in Tuen Mun Area 18 very decisively many years ago. At present, it proposed to provide one additional departure of Route No. 962C but it was not acceptable that the departure would not implemented until the third quarter of the next year. Moreover, the BRPP indicated that the above proposal would be implemented "subject to passengers' demand". Somehow, currently there was only one

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departure of Route No. 962C from the Lung Mun Oasis. The Member queried the TD that they had no data to weigh the passengers' demand basically. Therefore, the Member requested to implement the above proposal within this year;

- (ii) A Member said when buses of Route No. 962C departed from the Lung Mun Oasis and got to the vicinity of Siu Lun in the past month or so, they were already full. As the residents in the vicinity of Chi Lok Fa Yuen and Siu Lun Court needed to walk to the Sam Shing Estate to take Route No. 962C, the patronage of the buses which departed from the Sam Shing Estate was very high. On this, the Member suggested that the TD should pay a site visit to see the passengers queuing at the Lung Mun Oasis and Sam Shing Estate. The Member was very dissatisfied with the implementation of the provision of one additional departure of Route No. 962C in the third quarter of the next year. The Member requested to provide additional departure of Route No. 962C from the Lung Mun Oasis and the Sam Shing Estate as soon as possible; and
 - (iii) A Member said the service of Route No. 962C was very insufficient so it should not be "subject to passengers' demand" as indicated in the BRPP. Instead, the provision of additional departure of Route No. 962C should be implemented within this year.
52. The Chairman requested the TD and the Citybus to consider Members' comments.

Proposal to provide a new bus service from Tuen Mun (Area 54) to Siu Hong (North)

53. Members made comments and enquiries on the captioned proposal as follows:
- (i) A Member said the frequency of the captioned route at every 15 minutes was too low. The Member suggested that it should increase to every ten minutes. Moreover, some of the MTR feeder buses could not connect the last departure of the West Rail. The Member requested the last departure time of the captioned route to go with the last departure of the West Rail;
 - (ii) A Member suggested that the captioned route should be operated by the MTR to provide railway interchange concessions. Moreover, the Member suggested that the captioned route should be extended to the Tuen Mun Town Centre to strengthen the connection between Area 54 and the vicinity of town centre;

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- (iii) A Member said it took only 7 to 8 minutes to walk to the Siu Hong Station from Tuen Mun Area 54. Therefore, the frequency of the captioned route at every 15 minutes was too low. The Member suggested that the frequency should increase to within every ten minutes;
- (iv) A Member welcomed the captioned proposal and asked the TD about the service hours of the captioned route required in the tender document. Moreover, the Member agreed that the captioned route should be operated by the MTR to connect the last departure of the Light Rail and the West Rail; and
- (v) A Member said he/she supported the captioned proposal and suggested that the captioned route should be operated via the Kin Sang Estate and the Po Tin Estate to provide convenience to the citizens apart from the Tuen Mun Area 54. Moreover, even if the captioned route was not operated by the MTR, there should be inter-company interchange concessions available. The TD was requested to fight for the concessions for the citizens. As the population in Tuen Mun Area 54 would reach one hundred thousand people, it was not sufficient for the captioned route to be allocated with three double-decker buses only. The Member requested the TD to increase the bus number of the captioned route.

(At this point, the Chairman left the conference room as the meeting was temporarily chaired by the Vice-chairman.)

54. Mr LIU of the TD said he thanked Members for supporting the captioned proposals in principle. The department noted Members' comments on inviting the MTR to operate the captioned routes and providing passengers with railway interchange concessions. The MTR would be invited to consider to operate the proposed route. On the frequency arrangement of the captioned route, the department noted Members' comments on the low frequency and said that after the launch of the service concerned, the department would closely monitor the change in the passengers' demand and adjust the service in due course. Moreover, it noted Members' comments on the connection of the captioned routes with the service hours of the railway and their suggestions to extend the captioned route to the Tuen Mun Town Centre, and would refer to it when considering to adjust the design of the whole route. He said the TD had been encouraging public transport operators to provide additional concessions to reduce passengers' burden on fares.

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55. A Member said it was the best to let the MTR operate the captioned route because passengers who would interchange the railway could take the MTR feeder buses free of charge. She asked the TD again about the service hours of the captioned route required in the tender document.

56. The Vice-chairman requested the TD and the bus company to consider Members' comments.

Proposal to provide a new bus service from Tuen Mun (Area 54) to Sheung Shui

57. Members made comments and enquiries on the captioned proposal as follows:

(i) A Member welcomed the captioned proposal and said the transport service from northwest Tuen Mun to Sheung Shui during peak hours was insufficient at present. Residents of the constituency concerned had raised the above problem for many years but there had not been any improvement. After the launch of green mini bus Route No. 44A1 recently, there were much fewer green mini buses going to Sheung Shui from the vicinity of the Leung King Estate and the Tin King Estate during peak hours. At present, there was still space to accommodate new bus route in the Leung King Estate Bus Terminus so the Member suggested that the captioned route should depart from the Leung King Estate Bus Terminus and go to Sheung Shui via the Kin Sang Estate, the Po Tin Estate, the Yan Tin Estate and the Tuen Mun Area 54. Moreover, the Member suggested two departures only during the morning and afternoon peak hours respectively so the business of the green minibuses would not be affected. If the captioned route departed from the Leung Kin Estate Bus Terminus, there would be steady source of passengers. Therefore, the TD was urged to consider this suggestion;

(ii) A Member said residents of northwest Tuen Mun had a strong demand for transport service going to Sheung Shui so the captioned proposal had limited use and the captioned route should provide whole day service. There was still space to accommodate the captioned route at the Leung King Bus Terminus. Moreover, after the launch of the green minibus route No. 44A1, the transport service from the northwest Tuen Mun to Sheung Shui during peak hours was still short of demand. Therefore, the Member requested again that the terminus of the captioned route should be provided in Leung King Estate. The Member also suggested that there should be a bus stop for Route No. 261 in Yan Tin Estate so that residents of Yan Tin Estate could use the whole day service of the

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buses going to Sheung Shui immediately;

- (iii) A Member said he/she supported the captioned proposal and agreed that the captioned route should depart from the Leung King Bus Terminus to pick up the passengers who would take green minibuses to travel to Sheung Shui during the morning peak hours;

(At this point, the Chairman returned to the conference room and resumed the chair.)

- (iv) A Member requested that the captioned route should be commissioned earlier and arranged to depart from the Leung King Bus Terminus and go to Sheung Shui via the King Sang Estate, the Po Tin Estate and the Siu Hong Court. There were three departures of Route No. 261P from the Siu Hong Court during the morning peak hours. Coupled with the captioned route, the demand of the residents of northwest Tuen Mun for transport service in all these years could be satisfied immediately. It could also meet the demand of the residents in the Yan Tin Estate. The Member suggested that the TD should implement the captioned route first and then increase the frequency subject to the demand;
- (v) A Member said the supply of the green mini bus Route No. 44 going to Sheung Shui from Tuen Mun was short of demand at present so district councillors of many areas were fighting for the captioned route to depart from their constituencies. The Member requested the TD to launch more bus routes if there was space at bus terminuses to avoid causing conflicts and monopoly of the transport service between Tuen Mun and Sheung Shui by green mini buses. Moreover, the Member requested that the captioned route should be extended to Tai Po. The Member also said the terminus of most of the routes going to the New Territories East from Tuen Mun was in Sheung Shui. Once there was traffic congestion in Sheung Shui, the services would be seriously affected. Moreover, the Member requested Route No. 261P to provide whole day service;
- (vi) A Member said the captioned route had responded to residents' requests and requested the captioned route to be commissioned as soon as possible. The Member also said northwest Tuen Mun was densely populated and had strong demand for bus service. The residents had been fighting for bus service going to Sheung Shui and Tai Po for many years. It was hoped the TD would satisfy the residents' request as soon as possible;

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- (vii) A Member said the TTC had shown concern about the transport service between Tuen Mun and Sheung Shui. The Member said that since the launch of the green mini buses between Tuen Mun Area 54 and Sheung Shui, many minibuses had been withdrawn to provide the service of the route. It affected the green mini bus service between other areas of Tuen Mun and Sheung Shui so the captioned proposal was supported. The Member requested the TD to consider to strengthen the transport service plying between other areas of Tuen Mun and Sheung Shui together. For example, Route No, 261X could be extended to Yau Oi (South) Bus Terminus and operated as special departures on trial basis; and
- (viii) A Member said the northwest Tuen Mun and Area 54 had a very strong demand for transport service going to Sheung Shui so it was difficult for green minibuses alone to cope with it. The TD should consider to have the bus route for Sheung Shui extended to other areas of Tuen Mun. The Member also agreed with the suggestion that Route No. 261X should be extended to Yau Oi (South) Bus Terminus.

58. Mr TANG of the KMB said that as the captioned route might not be operated by the KMB, he had no comment on it. On Members' suggestion on the improvement of Route No. 261X and 261P, the KMB would discuss further with the TD.

59. A Member said public buses should provide full services to citizens. Since completion of the Lam Tei Interchange, however, all buses went into the Tuen Mun Road from the Lam Tei Interchange early and ignored the residents in the vicinity of Lam Tei and Chung Uk Tsuen. Therefore, the Member requested the TD to arrange the captioned route to operate via the bus stops in the vicinity of Lam Tei and Chung Uk Tsuen. Otherwise, the residents in the constituency concerned would take action to protest. The Member queried that calculation of the time the bus would take in passing through Lam Tei was not accurate in the past.

60. The Chairman said the TD and the bus company should give priority to consider the arrangement of bus routes to operate via the rural areas in Tuen Mun not covered by bus service. He suggested arranging some routes to operate via the rural areas in Tuen Mun to divert the traffic and take care of the demand of the residents in those areas.

61. Members made the third round of comments and enquiries on the captioned proposal as follows:

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- (i) A Member asked again whether it was feasible for the provision of bus stops for Route No. 261 in Yan Tin Estate;
- (ii) A Member requested again that Route No. 261X should be extended to Yau Oi (South) Bus Terminus. Moreover, the Member said that when Route No. 261X was launched last year, the TTC had objections to the above route operating via Yuen Long so the Member asked about the current operations of the above route. On this, there were discussions with the district councillors of the Yuen Long and North Districts. The district councillors of these two districts agreed that if Route No. 276S was extended to Fanling, then Route No. 261X would not operate via Yuen Long to save the travel time. Therefore, the Member requested the TD and the KMB to respond to the above suggestion;
- (iii) A Member said the TTC should focus on the discussion of the bus routes in the Tuen Mun District. He said the TD had proposed in the past that residents in the rural areas of Tuen Mun should travel to Yuen Long and then change buses to Sheung Shui or take the bus route from Yuen Long to travel to the Shenzhen Bay Port. Therefore, it was difficult for him to express comments on the route concerned; and
- (iv) A Member agreed that there should be arrangement of a new bus route to operate via those areas not covered by bus service. The Member also said the TD should consider to strengthen the services of the existing overburdened routes together.

62. The Chairman requested the TD and the bus company to consider Members' comments.

Proposal to provide a new bus service from Tuen Mun (Area 54) to Tsim Sha Tsui

63. Members had no comments on the captioned proposal.

Proposal to provide a new bus service from Tuen Mun (Area 54) to Kwun Tong

64. A Member said there was no whole day service for the bus route from the Tuen Mun Area (54) to Kwun Tong so the Member requested the TD to arrange whole day service for the route.

65. A Member said he supported the captioned proposal. However, he said the

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route went to Kowloon East directly after departing northwest Tuen Mun. He said it could be considered to operate via other districts in Kowloon.

66. The Chairman concluded that the TTC had no objections to the launch of the new route. The TD should strengthen the bus service plying between the Tuen Mun (Area 54) and Kwun Tong and consider how to use the new bus route properly.

Proposal to provide a new cross-harbour bus service from Tuen Mun (Area 54) to Sai Wan Ho

67. A Member said there were two new cross-harbour routes proposed in the BRPP for this year with one going to Sai Wan Ho and the other going to Wan Chai (North). As their routing in the Tuen Mun District was the same, she suggested arranging one of the routes to operate via the vicinity of Fu Tai, the Prime View and the San Hui. She said there was only Route No. 960S which currently went to the Hong Kong Inland from the vicinity of Fu Tai, the Prime View and San Hui and the service was overburdened. Moreover, Route No. 960S provided service during morning peak hours only so it could not go to other districts of the Hong Kong Island to the east of Wan Chai. Also, all the existing new bus routes would operate via the Hung Kiu Bus Stop making it very crowded. Therefore, the above suggestion could strengthen the transport services in the vicinity of Fu Tai, the Prime View and the San Hui and pick up the passengers at the Hung Kiu Bus Stop.

68. A Member agreed with the above Member's suggestion and said that although some bus routes would be rather circuitous after the diversion, it was acceptable when it was implemented in the special departures during the morning peak hours only. It was hoped the TD would consult the TTC before the implementation of the routing.

69. The Chairman concluded that the TD and the bus companies should avoid overlap of routing when designing the routing of new bus routes.

Proposal to provide a new cross-harbour bus service from Tuen Mun (Area 54) to Wan Chai (North)

70. Members had no comments on the captioned proposal.

Other bus routes

71. A Member said he had requested that Citybus Route No. B3X should pass through the Ho Fook Tong Stop but the Citybus refused because of the crowdedness at the

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stop. He said that when the Citybus launched Route No. B3X, they proposed to pass through the Ho Fook Tong Stop. He requested the Citybus to implement the proposal.

72. A Member said the TTC had repeatedly requested that the cross-harbour routes should be extended to Causeway Bay and Hong Kong Island east but the TD refused because of busy traffic in Causeway Bay. With the commission of Central-Wan Chai Bypass, the Member suggested that when the TD launched new routes in the future, the buses should go to the Hong Kong Island east directly via the Central-Wan Chai Bypass.

73. A Member requested the TD to show concern about the patronage of Route No. 68A at the six bus stops between the Chung Uk Tsuen Stop and the Lam Tei Stop. He said the buses of Route No. 68A were already very full when they got to the Lam Tei Stop during peak hours. He suggested that the department should monitor the number of passengers of each route waiting at the above six bus stops with CCTV or manual monitoring and then make operational changes in light of the situations.

74. A Member said there were a lot of passengers of Route No. 260X during the morning peak hours and the evenings at weekends and on holidays. At present, there were special departures to Tsim Sha Tsui from southeast Tuen Mun during morning peak hours only so he suggested the launch of a new route plying between the Yau Oi (South) Bus Terminus and Tsim Sha Tsui to pick up the passengers of Route No. 260X. Moreover, he suggested consolidating the resources of the new route between Tuen Mun Area 54 and Kwun Tong and those of Route No. 62X to arrange the whole day service for Route No. 62X.

75. A Member said the BRPP for this year had covered the new bus routes which would be launched in the fourth quarter of 2020. The Member asked why the arrangement of bus service for the Tuen Mun - Chek Lap Kok Link which would be launched in 2020 was not mentioned.

76. The Chairman said the TD should consult the TTC on the arrangement of bus service for the Tuen Mun - Chek Lap Kok Link as soon as possible.

77. A Member said the TD had proposed the arrangement of the whole day service for Route No. 62X on their own initiative in the past but they withdrew the above proposal subsequently. She said Members never had objections to the above proposal so she requested whole day service for Route No. 62X again.

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78. A Member agreed that the TD should consult the TTC on the arrangement of bus service for the Tuen Mun - Chek Lap Kok Link as soon as possible. The Member also said he/she supported the launch of Route No. 960S.

79. The Chairman concluded that this special meeting had provided aggressive comments on the transport development of the Tuen Mun District. He hoped the department concerned could co-ordinate with the bus companies and try to satisfy the demand of the citizens after listening to Members' comments. Moreover, he said the Sam Shing Estate-bound buses of Route No. 261 often skipped the stop at the Tuen Mun Government Secondary School. He requested the KMB to pay more attention.

IV. Any Other Business and Date of Next Meeting

80. There being no other business, the meeting was closed at 12:15 p.m. The next regular meeting would be held at 9:30 a.m. on 17 May 2019 (Friday).

Tuen Mun District Council Secretariat

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