

Minutes of the 2nd Meeting of
the Traffic and Transport Committee (2020-2021) of
the Tuen Mun District Council

Date : 27 April 2020 (Monday)

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 POON Chi-kin (Chairman)	TMDC Member	9:32 a.m.	End of meeting
Mr WONG Tak-yuen (Vice-chairman)	TMDC Member	10:47 a.m.	End of meeting
Ms CHAN Shu-ying, Josephine	TMDC Chairman	9:32 a.m.	End of meeting
Mr WONG Tan-ching	TMDC Vice-chairman	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.	End of meeting
Ms WONG Lai-sheung, Catherine	TMDC Member	9:33 a.m.	End of meeting
Ms HO Hang-mui	TMDC Member	9:32 a.m.	End of meeting
Mr LAM Chung-hoi	TMDC Member	9:33 a.m.	12:31 p.m.
Ms CHU Shun-nga, Beatrice	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 LEE Ka-wai	TMDC Member	9:32 a.m.	End of meeting
Mr MO Kwan-tai, Michael	TMDC Member	9:34 a.m.	12:24 p.m.
Mr HO Kwok-ho	TMDC Member	9:32 a.m.	End of meeting
Mr LAM Ming-yan	TMDC Member	9:32 a.m.	End of meeting
Mr LAM Kin-cheung	TMDC Member	9:42 a.m.	End of meeting
Mr CHOW Kai-lim	TMDC Member	9:32 a.m.	End of meeting
Mr MA Kee	TMDC Member	9:32 a.m.	End of meeting
Mr CHEUNG Ho-sum	TMDC Member	9:32 a.m.	End of meeting
Mr CHEUNG Kam-hung, Kenneth	TMDC Member	9:32 a.m.	End of meeting
Mr LEUNG Ho-man	TMDC Member	9:32 a.m.	End of meeting
Mr WONG Hung-ming	TMDC Member	9:32 a.m.	End of meeting
Mr TSANG Kam-wing	TMDC Member	10:21 a.m.	End of meeting
Mr YAN Pui-lam	TMDC Member	9:32 a.m.	End of meeting
Mr LAI Chun-wing, Alfred	TMDC Member	9:36 a.m.	End of meeting
Mr LO Chun-yu	TMDC Member	9:55 a.m.	11:54 a.m.
Ms LAI Ka-man	TMDC Member	11:32 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

Ms. Betsy LEUNG	Manager, Public Affairs, Transport Planning and Public Affairs, The Kowloon Motor Bus Co. (1933) Ltd
Mr. LEUNG Ling Yin	Manager, Transport Planning, The Kowloon Motor Bus Co. (1933) Ltd
Mr. WONG Kam Tim	Assistant Manager, Operations, The Kowloon Motor Bus Co. (1933) Ltd
Ms Annie LAM	Assistant Public Relations Manager – External Affairs, MTR Corporation Limited

In Attendance

Miss LEUNG Chue Kay, Koronis	Assistant District Officer (Tuen Mun)2, Home Affairs Department
Mr. YEUNG Lok Man, Icarus	Senior Transport Officer /Tuen Mun 1, Transport Department
Ms. TSE Sau Ching, Cammy	Senior Transport Officer/Tuen Mun 2, Transport Department
Mr. MA Yik Kau, Victor	Engineer/Tuen Mun Central, Transport Department
Ms. WAN Mei Yin	Engineer/Tuen Mun North, Transport Department
Mr. WONG Yui Wai, Rex	Engineer/Special Duties 2, Transport Department
Mr. Wong Tung-pan	District Operations Officer (Tuen Mun), Hong Kong Police Force
Mr. WONG Lap Pun	Station Sergeant, District Traffic Team (Tuen Mun), Hong Kong Police Force
Mr. WU Fan	District Engineer/Tuen Mun (East), Highways Department
Mr. CHAN Chi Kwong	Assistant District Engineer / Tuen Mun (West)
Mr. CHAN Yuen heng, Jason	Engineer/15 (West), Civil Engineering and Development Department
Mr. TAM Kwok Leung	Administrative Assistant/Lands (District Lands Office, Tuen Mun), Lands Department
Mr. Stephen WAN	Manager, Operations, The Kowloon Motor Bus Co. (1933) Ltd
Mr. Brian LAM	Assistant Operations Manager, Citybus

I. Opening Remarks

The Chairman welcomed all to the 2nd meeting of the Traffic and Transport Committee (“TTC”) (2020-2021).

2. The Chairman said that the meeting should not be too long in order to reduce the time of crowd gathering in a closed space. Moreover, the Tuen Mun District Office (“TMDO”) had arranged a cleaning team to conduct complete cleaning and disinfection of the conference room at 1 p.m. In this regard, he would control the meeting to close before 1 p.m., including discussing the related agenda items together while those matters that needed further discussion would be followed up by the working groups concerned. In this connection, he reminded all to speak concisely and precisely and avoid repeating the points mentioned.

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. He would, in accordance with Order 38 (12) of the TMDC Standing Orders (“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 application from Members for leave of absence.

III. Confirmation of Minutes of the 1st Meeting (2020-2021)

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

IV. Matters Arising

(A) Follow Up on the Low Frequency of KMB Bus Services

(TTC Paper No. 17/2020)

(Paragraphs 135 – 138 of Minutes of the 1st meeting of the TTC (2020 - 2021))

(Paragraphs 7 – 22 of Minutes of the 1st special meeting of the TTC (2020 - 2021))

Concern over the Frequency of Franchised Buses in Tuen Mun Southeast during the Recent Epidemic

(TTC Paper No. 28/2020)

(Written Response from the Transport Department (“TD”))

(Written Response from the KMB)

(Written Response from the Citybus)

6. As the content of the two agenda items above was related, TTC agreed to discuss them together.

7. The Chairman said that the TTC had discussed Paper No.17/2020 at its first meeting and 1st first special meeting on 24 February and 24 March 2020 respectively and resolved to continue to discuss this agenda item.

8. The Chairman welcomed, Ms. LEUNG Ka-yan, Betsy, Manager (Public Affairs), Communications and Public Affairs Department, Mr LEUNG Ling-yin, Manager (Planning and Development), Planning and Development Department and Mr WONG Kam-tim, Assistant Manager (Operations), Tuen Mun Depot of the Kowloon Motor Bus Company (1933) Limited (the “KMB”) to the meeting.

9. The Chairman said that the KMB and the TD had submitted written responses respectively before the meeting and the Secretariat distributed the written responses to Members on 22 and 24 April. He continued to say that the Citybus had also submitted a written response before the meeting. Members please refer to Paper No. 1 distributed at the meeting.

10. The first proposer of Paper No. 28/2020 said that she had paid several site inspections of the operations of franchised bus after the 1st special meeting of the TTC. She was disappointed at the responses of the TD and the KMB. She said that the TD did not promise to reduce the problem and the KMB only said the frequency would be adjusted in due course. She said that the TD neither took initiative to monitor the KMB’s frequency adjustment nor reported to the TMDC on the information concerned.

She said that it was unacceptable and requested the department to monitor the operations of franchise bus through regular mechanism.

11. Mr Icarus YEUNG of the TD said that the department would conduct on-site surveys at different locations and on means of transports regularly. In the recent two months, there had been surveys in the vicinity of the Hanford Garden, So Kwun Wat, Tuen Mun Road Bus-bus Interchange (“the Interchange”) and the Hong Kong Gold Coast. The result showed that the frequency was normal generally. He continued to say that the department would approve bus company’s applications for frequency adjustment every week and consider the expected patronage, range of frequency adjustment and the crowdedness in bus compartments of the routes concerned and not all the applications would be approved. If the department found irregularities in the bus frequency, it would follow up with the bus company. He emphasised that the interval of the approved frequency adjustment of the routes would not be more than five minutes in peak hours. In non-peak hours, the longest interval would not be more than 30 minutes. The TD would continue to monitor the bus operations to avoid over-crowdedness among passengers.

12. The Chairman said that the TD and the KMB had said at the 1st special meeting of the TTC that they would strengthen the monitoring of the bus frequency. However, he waited for a bus at the Kwai Fong Station Bus Terminus several days after the meeting. After he had waited for 20 minutes, the KMB mobile app still showed that he needed to wait over 50 minutes and the waiting time was not shown any more afterwards. After waiting for 40 minutes, he decided to take another route. He said that the above situation did not tally with the maximum waiting time of the adjusted frequency specified by the TD and he believed that the above incident was not an isolated one.

13. Members raised comments and enquiries on this agenda item as follows:

- (i) A Member enquired why the representative of the Long Win Bus Company Limited (“Long Win”) did not come to the meeting in attendance. She said that the problem of bus frequency in non-peak hours was very serious. For example, there was no service of the route No. E33P at all between 12 noon and 1 p.m. After a complaint was made, there was one departure in the time slot but there was still no service for one whole hour after 1 p.m. She pointed out that the TD had said the bus frequency in non-peak hours would not be more than every 30 minutes. Somehow, the above conditions were far too common in non-peak hours so the residents working at night suffered a lot. She opined that the bus

company should provide the same frequency for the whole day rather than different ones in peak hours and non-peak hours;

- (ii) A Member said that the bus compartments became more crowded after the bus company cut the frequency owing to the drop in passenger volume during the epidemic, which ran counter to the government's implementation of "Prohibition of Group Gathering" Regulation while employers would not excuse the employees for being late for work owing to the reduction of bus frequency. He opined that franchised bus companies were subsidised by the government so they should have lowered the density of passengers to cope with the government's measures to perform their social responsibilities. Moreover, he said that the TD should strengthen monitoring work; and
- (iii) A Member agreed with what the two Members had just said. She said she knew that Mr Icarus YEUNG of the TD had paid site inspections in the Tuen Mun Southeast. However, the frequency in peak hours was still very low so the bus compartments were very crowded thus causing danger to the bus captains too. She opined that the bus company should not focus on commercial interests only. It should maintain normal frequency during the epidemic. She also requested the TD to strengthen monitoring of the bus operations in other districts.

14. Mr Icarus YEUNG of the TD said that the department would monitor the bus operations at different locations in peak hours and non-peak hours. As the Hong Kong Diploma of Secondary Examination ("HKDSE") had started recently, the department had requested the bus company to resume normal frequency and school routes gradually to satisfy the passenger demand. The department also requested the bus company to resume services gradually when the epidemic eased. He reiterated that the TD would approve the applications for frequency adjustment according to the situations of individual routes to strike a balance between the operational needs of the bus company and the passengers' waiting time so not all the applications would be approved.

15. The Chairman said the TD representative had just said that the waiting time for buses in non-peak hours would not be more than every 30 minutes. Somehow, many Members reflected that this was not the case so he enquired the TD about their response.

16. Mr Icarus YEUNG of the TD said that Members could provide the department with the information concerned so that the department would conduct surveys. If there

were irregularities found in the bus frequency, the department would follow up.

17. The Chairman said that he requested the TD to follow up on the frequency of Route No. 58M going to Tuen Mun from Kwai Fong.

18. Mr LEUNG Ling-yin of the KMB said that the patronage of the KMB after the outbreak of the epidemic had dropped over 40 per cent than before. The KMB wanted to avoid affecting the employees' work so there was a need for service adjustments. Currently, the KMB would submit applications to the TD for service adjustments every week. He continued to say that the KMB would maintain the bus patronage of not more than 70 to 80 per cent and the waiting time in peak hours of not more than five minutes but the waiting time after 9 p.m. might be longer. In light of the gradual increase of the passenger volume recently, the KMB had resumed the frequency in peak hours in the main direction of passenger flow to the level before the epidemic. On the frequency in non-peak hours in the non-main direction of passenger flow, the KMB would make adjustments according to the TD's requirements. Besides, on the Chairman's report that the waiting time at the Kwai Fong Bus Terminus was too long, he said that the KMB's estimated time of arrival system was out of order on the day in question so some of the frequency could not be shown for which he felt sorry. The KMB had taken remedial measures recently to enhance the accuracy of the system.

19. Members raised the second round of comments and enquiries on this agenda item as follows:

- (i) A Member said that the captioned agenda item had been discussed for a long time but the bus frequency had not resumed normal so far. He opined that it was not satisfactory for the bus compartments to become too crowded during the epidemic. He continued to say that the problem of low bus frequency in the district before the epidemic had been the sources of complaints. With the reduction of bus frequency recently in addition to the waiting time at the Interchange, the waiting time was much longer than the travel time so it was not reasonable. He said that all walks of lives were affected by the epidemic so it was not an excuse of bus frequency reduction. It was hoped that the TD would strengthen the monitoring of the situation. He further requested the TD to release the latest schedule of service after the bus company's frequency adjustment every week was approved;
- (ii) A Member queried whether the bus company would count the "Ghost Buses" which did not carry passengers to satisfy the TD's requirements when

calculating the bus frequency. She was worried that staff of the bus company would adjust the bus frequency immediately once they found that the TD was conducting on-site surveys, thus affecting the accuracy of the surveys. Moreover, she was dissatisfied with the TD that it had rejected the request for the increase of bus frequency but approved the application for frequency reduction in a short period of time. She opined that the TD and the bus company should shoulder social responsibility to maintain normal frequency; and

- (iii) A Member said that the frequency reduction in non-peak hours was understandable. However, there were many passengers who went to work and go home after work in peak hours so the KMB should maintain normal services to reduce the density of passengers in bus compartments. Besides, there were many Tuen Mun residents who still went to work at the airport currently but the waiting time for the airport routes was too long so he showed concern about this.

20. Mr Icarus YEUNG of the TD said that the department had sent officers to the Interchange to monitor the operations of the Interchange at the end of March, in mid-April and on the day before the meeting respectively. It noticed that the crowdedness at the bus stops and in bus compartments had improvement compared with that in the peak hours in the past while the buses heading for Kowloon had arrived at the stops on time generally. He continued to say that the department would not count the buses that were out of service temporarily when collecting the statistics and might not necessarily monitor at the area of bus stops only. The TD would be committed to maintaining the bus patronage of not more than 70 to 80 per cent and would request the bus company to adjust the frequency in due course.

21. Mr LEUNG Ling-yin of the KMB said that the company's current patronage still had a drop of over 20 per cent compared with that before the epidemic. Somehow, the frequency in peak hours in main direction of passenger flow had resumed normal since May. If the patronage of individual routes was found over 80 per cent, the KMB would increase the frequency to avoid overcrowdedness in the bus compartments in peak hours.

22. Ms Betsy LEUNG of the KMB said that she felt sorry for the Long Win not sending a staff member to attend this meeting because there was no discussion item related to Long Win at today's meeting. The KMB representative would relay to Long Win the views that were related to them and would remind Long Win send a staff

member to attend meetings.

23. The Chairman said that he would arrange to continue to discuss this agenda item at the next meeting. He asked the Secretariat to invite the representative of the Long Win to attend the next meeting.

24. Members raised the third round of comments and enquiries on this agenda item as follows:

- (i) A Member said that the “Prohibition of Group Gathering” Regulation did not apply to bus compartments so he was worried that asymptomatic patients would spread the virus in bus compartments. He opined that as the government had provided subsidies to the bus company, it should enact legislations at the same time to restrict the number of passengers in order to ease the crowdedness in bus compartments;
- (ii) A Member said that not all residents could work from home during the epidemic so the bus compartments were very crowded in peak hours. He further requested the TD and the KMB to submit a detailed report on the bus operations during the epidemic. He said the bus services before the epidemic had been insufficient so it should not be used as a benchmark of frequency reduction during the epidemic;
- (iii) A Member requested the TD again to release the latest bus schedule every week. He continued to say that bus compartments were very crowded in peak hours. Even if the waiting time increased for one to two minutes only, the crowdedness would still worsen. Besides, he pointed out that crowdedness took place in bus compartments in peak hours mainly while low bus frequency occurred in non-peak hours; and
- (iv) A Member said that she submitted the paper in order to solve a structural problem and she did not want the TD to tackle it upon receipt of a complaint only. She said that passengers needed to wait for Routes No. 52X and 61M for more than 20 minutes in peak hours currently. For example, there were four lost trips of Route No. 52X on 30 March 2020 and there were lost trips of the special departures of Route 962 at 7:32 a.m. during the epidemic from time to time. Therefore, she enquired the TD whether it knew the above situation and why the district councillors concerned were not informed. She cited another example that there were 34 % of lost trips of the buses passing through the Interchange between 5:30 p.m. and 7 p.m. on 3 April 2020. Moreover, the

waiting time for several routes was over 20 or even 30 minutes in peak hours, which did not tally with the response from the TD representative. She requested the TD representative to provide a specific response to solve the structural problem.

25. Mr Icarus YEUNG of the TD said that the department would conduct on-site surveys at different time and locations. During the epidemic, the department received applications from the KMB for frequency adjustment of the Routes No. 52X and 61M and other bus routes passing through the Interchange. The department noted Members' views and would continue to monitor the frequency of the bus routes. Besides, The TD would study the suggestion for the release of the latest bus schedule every week and would respond later.

26. Mr LEUNG Ling-yin of the KMB said that the company had noted the views on the bus services during the epidemic from Members. In light of the increase of the passenger volume, the frequency in peak hours in the main direction of passenger flow had resumed to a normal level since May. Moreover, the KMB had sent staff to station at the Interchange and some major bus stops to deploy buses in light of the patronage. The company would continue the above arrangements to avoid overcrowdedness in bus compartments in peak hours. On the bus frequency in non-peak hours and peak hours in the non-main direction of passenger flow, the KMB would maintain communication with the TD to explore the feasibility of fine-tuning the frequency.

27. A Member said that he had taken Route No. 60X in non-peak hours two weeks ago. He found that the bus compartments were very crowded and some passengers needed to stand. Besides, he was worried that the current anti-epidemic measures at the Interchange could not satisfy the passenger demand after the mainland tourists were approved for visiting Hong Kong again.

28. A Member said that the TD representative did not make any response at all to the lost trips that she had mentioned. She opined that the way the department worked could not solve the structural problem so she requested the department to respond in a responsible manner.

29. Mr Icarus YEUNG of the TD said that the bus company had applied for frequency adjustment for Routes No. 52X and 962 series. In light of the increase of passenger demand, the department would not approve the applications for frequency adjustment in peak hours currently. The TD would continue to monitor the bus

services in peak hours and would have a better understanding with the bus company if there were irregularities found.

30. Ms Betsy LEUNG of the KMB said that the KMB would continue to implement different anti-epidemic measures no matter whether there would be tourists visiting Hong Kong, including spraying nano photocatalyst coating which would last three months in bus compartments, providing hand sanitisers in bus compartments and at the major bus stops, placing disinfectant rugs in bus compartments and employing more manpower for cleaning.

31. Mr Brian LAM of the Citybus said that the company had minor frequency adjustment only in morning peak hours. On the lost trip of the special departure of Route No. 962, a bus captain was absent from work on the day in question but there was no arrangement of relief bus captain in time thus affecting the frequency. The Citybus had reminded the frontline colleagues to try to withdraw resources to reduce the impact. Moreover, on the anti-epidemic measures for Route No. B3X, the Citybus would make corresponding arrangements according to the government's requirements and the actual situations when the route resumed normal services.

32. The Chairman said that the TTC had discussed the agenda item for the third time. He did not want the agenda item to become a fixed discussion item of the TTC. However, the responses from the TD and the bus companies were disappointing many Members and residents. He hoped that the Long Win would send a staff member to attend the next meeting and he requested the TD and the bus companies to solve the problem with actual measures. He continued to say that the TTC would continue to discuss these two captioned agenda items.

V. Discussion Items

**(A) Transport Department Annual Traffic and Transport Work Plan 2020-2021
(TTC Paper No. 21/2020)**

33. Ms Cammy TSE of the TD briefed Members on the captioned paper.

34. The Chairman said the TD had told him at the end of February 2020 that the arrangements on the bus route adjustment after the commissioning of the Tuen Mun to Chek Lap Kok Link (North Connection) ("the LINK") could be available in early or mid-March 2020 but it had dragged on. Therefore, he requested the department to provide explanations on the progress of the above project.

35. Mr Icarus YEUNG of the TD said that the preparation work of the above project had entered the final stage. Members would receive the paper concerned in due course and could discuss it at the next meeting.

36. The Chairman said that he would convene a special meeting for discussion once the TD had submitted the paper concerned.

37. Members raised comments and enquiries on this agenda item as follows:

(i) A Member requested the TD to provide a list for the provision of bus stop shelters, benches and estimated time of arrival display panels. She further requested the arrangements for Members to pay a visit to the new model of bus serving the route before Route No. 960 was put into service. She also said that the departure of Route No. 960 from Siu Hong was not the most appropriate arrangement. Besides, she queried the TD whether there had been consultation with the TMDC on the launch of Route No. B9 and she requested the department to arrange for Members to pay a visit to the Heung Yuen Wai Boundary Control Point.

(ii) A Member said that she was dissatisfied with the Bus Route Planning Programme for Tuen Mun District this year for not arranging whole day service for Route 62X. She requested the TD for immediate implementation of the above request. Moreover, she was very dissatisfied with the TD for the delays in providing the arrangements of bus route adjustment after the commissioning of the LINK. She requested the department to submit the paper concerned for Members' discussion as soon as possible; and

(iii) A Member said that there were insufficient bicycle parking spaces in the vicinity of So Kwun Wat and Tai Nam Chung and he requested the TD to provide explanations on the locations and the time table for the provision of bicycle parking spaces. He further requested the TD to explain whether there would be arrangements for the current E airport buses to pass through the LINK to ease the loading of the Tuen Mun Road. Moreover, he said that the Tuen Mun Town Centre was suffering from the disturbance by the parallel traders so he did not agree to the launch of the bus route travelling to and from the Heung Yuen Wai Boundary Control Point.

38. Mr Icarus YEUNG of the TD said that the department had planned to adjust the existing bus routes to and from the airport and the north Lantau after the commissioning

of the LINK. It was studying the adjustment plan carefully to avoid affecting the existing passengers after the route adjustment. The department would submit it as soon as possible after completing the paper concerned.

39. Mr Rex WONG of the TD said that the department had noted the views on the provision of bicycle parking spaces in the vicinity of Tai Nam Chung, So Kwun Wat and the Pearl Island. It would monitor the demands in the areas closely and provide bicycle parking spaces at appropriate locations if needed.

40. Ms Cammy TSE of the TD said that the department had submitted the route change plan of Route P960 in December 2018 and could provide Members with the paper concerned after the meeting. She continued to say that when planning Route No. B9, the department had considered the geographical location of the Heung Yuen Wai Boundary Control Point, road networks and growth of passenger demands to provide members of the public with more transport options. The TD had briefed Members on the public transport service plan of the Heung Yuen Wai Boundary Control Point at the meeting of the TTC on 18 May 2018, which included the proposed launch of Route No. B9. At the early stage after the launch of Route No. B9, the service would be provided on Saturdays, Sundays and public holidays only. Moreover, the department would provide the list for the provision of bus stop shelters, benches and estimated time of arrival display panels after the meeting.

(Post-meeting note: TD's supplementary information was distributed to Members on 30 June 2020.)

41. Members raised the second round of comments and enquiries on this agenda item as follows:

- (i) A Member suggested conducting a site inspection first before the installation of the estimated time of arrival display panels and said that some of the display panels faced the bus parking bays and the queuing passengers could not see the content shown. On the fare of Route No. P960, the TMDC of the previous term had said that it was too high and suggested adjusting the fares to around \$25. She further suggested that Route No. P960 should terminate at Paterson Street in Causeway Bay in order to shorten the route and save the expenditure for fuel. Moreover, she requested the TD to provide explanations on the implementation schedule of the KMB's two-way sectional fare;
- (ii) A Member welcomed the proposal for "Implementation of Planning on Turning

Right from the junction of Shun Tat Road to the Castle Peak Road heading Yuen Long” and enquired about the above works schedule. Besides, he said that there were a lot of motor-cycles parked illegally in the rural area of Tuen Mun and he requested the TD to study the provision of more motor-cycle parking spaces in the area; and

- (iii) A Member welcomed the TD’s implementation of the provision of pavement next to the cycling track between the Wu Shan Bridge and the Butterfly Beach Sports Centre. He further suggested the provision of metered parking spaces at the Lung Mun Oasis and the Glorious Garden to ease the congestion at the Lung Mun Oasis roundabout. He continued to say that buses of Route No. 506 were always full and he requested the arrangement of parallel services of Light Rail and buses. Moreover, he requested the TD to provide explanations on the progress of the West Rail Hung Shui Kiu Station and the Tuen Mun South Extension, trial split of Route No. 259D and expeditious submission of the arrangements of bus route adjustment after the commissioning of the LINK, and also provide explanations on the progress of the implementation of the KMB’s two-way sectional fare.

42. Ms Cammy TSE of the TD said that when installing the estimated time of arrival display panels, the bus company needed to take into consideration the geographical environment and technical factors to decide whether the passenger facilities could be installed eventually. The department would provide the list concerned after the meeting. She continued to say that the department had noted Members’ views on the routing and fares of Route No. P960 at the meeting earlier and would make further review after the route was put into service. Moreover, the TD had received KMB’s proposal on the sectional fares of individual routes and was examining the proposals concerned and the operational details. The department needed to examine the current patronage at the section of long-haul route of the proposed sectional fares, whether it could satisfy the demands of the increased passengers, the impact of the proposal concerned on the public transport services in the same area of existing service and the impact of the boarding and alighting of the increased short-haul passengers on the existing passengers, etc. and it would release the approval result as soon as possible.

43. Members raised the third round of comments and enquiries on this agenda item as follows:

- (i) A Member said that there were many traffic lights in the vicinity of the Tuen Mun Town Centre which were damaged in the social movement last year and

had not been repaired so far so he requested the TD to complete the work concerned expeditiously. He continued to say that the Tuen Mun Station Public Transport Interchange was very crowded currently. He was worried that the interchange could be over the capacity if the service of Route No. B9 would be provided daily;

- (ii) A Member agreed to convene a special meeting early to discuss the arrangements on bus route adjustment after the commissioning of the LINK. She further requested the TD to consult the district councillor of the constituency concerned before installation of bus stop shelters, benches and estimated time of arrival display panels to ensure that the facilities concerned would meet the needs of the residents. Moreover, on the recommendation for the launch of Route 67A, she enquired whether the TD would re-allocate the resources of the route to Route No. 67M if the passenger volume of Route No. 67A became lower after it was put into service. On the contrary, if there were a lot of passengers of Route No. 67A but the of Route 67M did not drop, would the TD increase the resources of the route concerned again. She further requested to increase the frequency of Route No. 67X; and
- (iii) A Member said that there were many property development projects in the Tuen Mun District (e.g. intake of two residential buildings in the Lung Yat Estate) but the bus routes departing from the Lung Mun area currently could not satisfy the demands of the passengers at the downstream bus stops. Therefore, he worried that the routes concerned would suffer from greater pressure in the future. He further suggested the provision of minibus terminus at the new residential development project above to divert the passengers. Besides, he said that the vehicles which were illegally parked in the vicinity of the Lung Mun Oasis would not be parked illegally repeatedly in fixed locations. As there were many locations in the area which could be used for the provision of metered parking spaces (e.g. the road connecting the Lung Yat Estate), he suggested the provision of parking spaces to ease the problem of illegal parking.

44. Ms Cammy TSE of the TD said that Route No. 67A would also provide service to Area 54, Tuen Mun. The department would continue to monitor the service level of Routes No. 67M and 67X and would request the bus company to adjust the services in due course. On the arrangements of the terminus of Route B9, the department understood that there were many bus routes using the Tuen Mun Station Public Transport Interchange. It would monitor the situation closely and review the

operational arrangements with the bus company in due course.

45. Members raised the fourth round of comments and enquiries on this agenda item as follows:

- (i) A Member requested the KMB to brief Members on the details of the two-way sectional fares plan. He further requested to consult the district councillor of the constituency concerned first before the installation of the bus stop shelters, benches and estimated time of arrival display panels to ensure that the facilities concerned would meet the needs of the residents. He further said that the advertising signboards at bus stops had narrowed the walkway causing obstruction to the passengers who alighted from buses. He requested the KMB to make responses;
- (ii) A Member requested the TD to respond to the request for the whole day service of Route No. 62X and requested the department to consult other district councillors of the TMDC; and
- (iii) A Member said that the paper did not mention how to monitor the service of the operator of franchised bus service and she requested the department to provide supplementary information. She continued to say that there were many complaints against speeding at mid-night on the Internet currently so she enquired the TD whether it knew the complaints and how to deal with them. She further enquired whether the problem of traffic congestion was reduced after completion of the widening works on the Tuen Mun Road. She requested the TD to provide the data concerned. Somehow, she enquired the TD whether there was any planning on the complementary traffic measures concerned in light of the population growth in the So Kwun Wat area.

46. Mr Icarus YEUNG of the TD said that the BRPP was not the only way of bus route change as far as the suggestion for splitting Routes No. 62X and 259D was concerned. The department was studying the feasibility of adjusting Route No. 62X appropriately with the bus company and would follow up proactively. Besides, the department was studying the overall plan for the improvement of transport services in the So Kwun Wat area with public transport service operators.

47. Ms Betsy LEUNG of the KMB said that the two-way sectional fare scheme was being approved by the TD. The company could not disclose the details for the time being.

48. Members raised the fifth round of comments and enquiries on this agenda item as follows:

- (i) A Member said that there was a traffic accident on Fook Hang Tsuen Road last week in which a coach collided with a dump truck. It could be seen that the surface of Fook Hang Tsuen Road was not anti-slippery enough. The Member requested the TD to resurface the road;
- (ii) A Member enquired the TD whether it had discussion with the KMB about details of the two-way sectional fare and whether the department had conducted on-site surveys to assess the impact of the two-way sectional fare on the existing bus routes. He further requested the department to provide explanations on the schedule for approval of the two-way sectional fare and the difficulties encountered currently; and
- (iii) A Member said that the TD faced the pressure from the MTR Corporation Limited (“MTR”) when approving the two-way sectional fare. She continued to say it was learned that the bus routes passing through the LINK in future would terminate at the Hong Kong – Zhuhai – Macao Hong Kong Port. However, she opined that the above arrangement was not commendable. She requested the TD to provide explanations on the details concerned as soon as possible.

49. Mr Icarus YEUNG of the TD said that the department had planned to try not to affect the existing pick-up and drop-off points for passengers when planning the bus routes passing through the LINK. It also noted Members’ views on the bus pick-up and drop-off points after the commissioning of the LINK.

50. Ms WAN Mei-yin of the TD said that the department had noted Member’s views on the provision of a speed camera in the So Kwun Wat area and would discuss the exact installation location with the district councillor of the constituency concerned. The department would monitor the situation of speeding and traffic accidents closely with the Hong Kong Police Force (“HKPF”) and provide speed cameras if needed. The enforcement department would also initiate prosecution against the speeding motorists. She continued to say that the TD would arrange the resurfacing of Fook Hang Tsuen Road with the HyD. On the road works at the junction of Shun Tat Street turning right into the Castle Peak Road heading Yuen Long, the department had issued a permitted works permit to the HyD and would follow up on the works schedule with the district councillor of the constituency concerned. Besides, the TD would identify lands

for the provision of motor-cycle parking spaces in the rural areas of Tuen Mun with the district councillor of the constituency concerned.

51. Ms Cammy TSE of the TD said that on the KMB's two-way sectional fare scheme, the department was discussing the details concerned with the KMB and would release the details of the scheme as soon as possible.

52. Members raised the sixth round of comments and enquiries on this agenda item as follows:

- (i) A Member welcomed KMB's two-way sectional fare scheme. He continued to say that the TD should try to solve the long existing problem in the community (e.g. arrangement of whole day service for Route No. 62X and earlier departure of the first bus of Route No. 962X). Besides, he requested the department to seriously examine whether the Tuen Mun residents need the transport services to and from the Heung Yuen Wai Boundary Control Point and conduct consultation on the bus route adjustment after the commissioning of the LINK as soon as possible. He further said that there were often cars travelling at high speed at mid-nights at the junction of Tsing Hoi Wai near the J C Place causing noise nuisance. He requested the TD and the HKPF to follow up closely;
- (ii) A Member said that vehicles needed to pass through Lung Mun Road when travelling to and from the LINK. He enquired the TD how to avoid the buses that used the LINK causing impacts on the existing traffic. Moreover, he was worried that a large number of goods vehicles would pass through Lung Mun Road to and from the airport so he enquired the TD whether there was any plan for the provision of goods vehicle parking spaces in the area; and
- (iii) A Member requested the TD again to explain whether there was any on-site survey conducted to assess the impact of the implementation of the two-way sectional fare on the existing bus routes and the difficulties encountered in the approval process.

53. Mr WONG Tung-pan of the HKPF said that the police had shown great concern about the problem of illegal motor racing. Since November 2019, there had been operations against illegal motor racing and a total of nine people were arrested for alleged dangerous driving and three people were arrested for alleged illegal motor racing. Besides, the police also issued penalty tickets to about 9,900 speeding drivers, impounded 21 vehicles which were suspected illegal conversion and gave defective

vehicle reports to 100 drivers.

54. The Chairman requested the HKPF to report on the data concerned in writing in future.

55. Mr Victor MA of the TD said that the department had noted Members' views and would follow up on the provision of a speed camera with the HKPF.

56. Ms Cammy TSE said that the department had noted Members' concern about the two-way sectional fare scheme and was discussing the impact of the implementation of the two-way sectional fare on the existing bus routes. There would also be assessment work conducted including survey on passenger volume. The department would arrange the implementation of the scheme concerned as soon as possible after completing the approval.

57. The Chairman had just received an impromptu motion as follows:

Requesting the TD

1. To include the KMB's two-way sectional fare in the Tuen Mun District in the Annual Traffic and Transport Work Plan 2020-2021
2. To approve the use of KMB's sectional fare card readers as soon as possible to ensure the provision of diversified transport options for the Tuen Mun residents.

Mover: Mr WONG Tak-yuen

Seconder: Mr WONG Tan-ching

58. The Chairman said he had remarked at the first meeting of the TTC that if Members did not submit discussion papers or motions before the deadline specified in the Standing Orders, the papers or motions concerned needed to be of urgent or breaking nature for him to consider acceptance. In this regard, the Chairman requested the mover to explain.

59. A Member said that this meeting of the TTC had been postponed and the report related to the two-way sectional fare came out after the expiration of the submission deadline for papers of this meeting so the Member hoped that the Chairman would approve the discussion of the above motion.

60. The Chairman said that he would use his discretion to accept the above impromptu motion.

61. A Member said that the TD should take initiative to study the location of the provision of a speed camera and should not follow up until district councillors made complaints. She continued to say that she had requested the provision of a speed camera next to the Aegean Coast but it had been unsuccessful so far. Besides, she requested the HKPF to step up enforcement action.

62. A Member was dissatisfied with the TD's response and said that the Department did not provide detailed explanations on the progress of the two-way sectional fare and the implementation schedule. The Member requested the department to provide explanations.

63. A Member said that taking the Castle Peak Road via Hoi Wing Road and Ho Wong Road to Wong Chu Road was a popular route of illegal motor racing. The Member requested the department concerned for provision of speed cameras at the above locations.

64. A Member said that after the report on the two-way sectional fare came out, a district councillor of the Yuen Long District Council commenced a "One Person One Letter" campaign to fight for the implementation of the scheme. There were many residents in the rural areas of the Tuen Mun District who echoed, which reflected that the residents had high expectations on the implementation of the two-way sectional fare.

65. The Chairman invited Members to hold a vote on the impromptu motion moved Mr WONG Tak-yuen.

66. After holding a vote, the Chairman announced that this motion was passed with 26 in favour, 0 against and 0 abstention.

(Members voting in favour included: Ms Josephine CHAN, Mr WONG Tan-ching, Ms KONG Fung-yi, Mr CHAN Yau-hoi, Ms Catherine WONG, Ms HO Hang-mui, Mr LAM Chung-hoi, Ms Beatrice CHU, Mr YEUNG Chi-hang, Mr YAN Siu-nam, Mr WONG Tak-yuen, Mr LEE Kai-wai, Mr Michael MO, Mr HO Kwok-ho, Mr LAM Ming-yan, Mr LAM Kin-cheung, Mr CHOW Kai-lim, Mr MA Kee, Mr CHEUNG Ho-sum, Mr Kenneth CHEUNG, Mr LEUNG Ho-man, Mr WONG Hung-ming, Mr TSANG Kam-wing, Mr YAN Pui-lam, Mr LO Chun-yu, Ms LAI Ka-man.)

(Post-meeting note: the Secretariat passed the content of the above motion to the TD on 28 April 2020.)

67. Ms Cammy TSE of the TD said that the department had noted Members' views and would release the information concerned in due course.

68. The Chairman concluded that she hoped the TD would prove to Members and 500,000 Tuen Mun residents with concrete action that the department was determined and capable of rationalising the traffic in Tue Mun.

(B) Request for Expeditious Repairs to Light Rail Platform Facilities

(TTC Paper No. 22/2020)

Request the MTR to Repair Entry/Exit Gates on West Rail Line and Put All MTR Bus Stands Back Expeditiously

(TTC Paper No. 23/2020)

69. As the content of the two agenda items above was related, TTC agreed to discuss them together.

70. The Chairman welcomed Ms Annie LAM, Public Affairs Manager – External Affairs of the MTR to the meeting.

71. The first proposer of Paper No. 22/2020 said that the social movement had lasted for nearly one year but the facilities in many Light Rail stops (including entry and exit processors, ticket issuing machines and estimated time of arrival display panels) had not been repaired. Some of the stops with manual ticket issuing would give no change thus causing inconvenience to passengers. She said that the MTR had sufficient time to place orders for component parts and she requested the MTR to explain the situations concerned.

72. The first proposer of Paper No. 22/2020 said that some of the MTR bus stop stands had not been put back so far. She requested the MTR to provide explanations when all the stop stands would be put back.

73. Ms Annie LAM of the MTR said that the Light Rail facilities had been damaged continuously for a long period of time in the past. Of all the 68 stops, 63 stops had been damaged and 34 stops were damaged repeatedly thus affecting the progress of repair. As the area of the damaged facilities was huge in addition to the shortage of component parts, the MTR focused the resources on giving priority to the repair of the facilities that were affected rather badly. Apart from putting efforts on the repair, the MTR would deploy the processors and ticket issuing machines that could still work to

the platforms at the stops where the situation was more urgent with more passengers. Alternatively, some of the facilities would be removed and strengthened for emergency use for the time being. Currently, over 800 processors had been repaired and there were at least two entry processors and two exit processors maintained at each stop while there would be more processors installed at the stops that were busier. According to the current preliminary estimate, repair and strengthening works of the processors of the Light Rail network would be completed in the third quarter of this year the soonest. Besides, the ticket issuing machines involved a lot of component parts so the MTR could only provide the basic function of ticket issuing for the time being and there would be manual ticket issuing at the stops with no ticket issuing machines. The MTR estimated that the repair and strengthening works of the ticket issuing machines would be completed in this year. Currently, there were display panels working at some 20 stops. On the arrangements of the MTR bus stop stands, the MTR would consider removing the stop stands for safety consideration as the stop stands had been moved away during the public events for the purpose of affecting public safety. However, the company understood Members' concern and would study the feasibility of putting back the bus stop stands at the locations whether the risk was lower.

74. Members raised comments and enquiries on this agenda item as follows:
- (i) A Member said a mass media report had said that the progress of repair of Light Rail passenger information display panels was slow. It was learned that the MTR had planned to give up the repair of the display panels at the Light Rail stops and intended to add the Light Rail estimated time of arrival display function in the MTR Mobile App. The Member enquired whether the news was true;
 - (ii) A Member said that the stop with manual ticket issuing would accept payment by Octopus card only. He enquired how the passengers with no Octopus card could take the Light Rail. On the MTR representative's remarks that maintenance workers needed to take care of the regular maintenance works thus affecting the progress of the repair of the damaged facilities, he opined that facilities at the Light Rail stops were also targets of regular maintenance so there would be no conflicts between them. Moreover, he said suggested that the MTR should place orders for more advanced display panels to replace the damaged equipment while old ticket issuing machines should be used for ticket issuing for the time being; and
 - (iv) A Member said that many stops did not provide ticket issuing machines

currently thus causing inconvenience to the passengers. She requested the MTR to provide explanations on the repair schedule of the facilities concerned. She further requested the MTR to add the Light Rail estimated time of arrival display function in the MTR Mobile App as soon as possible.

75. Ms Annie LAM of the MTR said that on the enquiries about the entry/exit gates at the West Rail line in Paper No. 23/2020, all the entry/exit gates at the Tuen Mun and Siu Hong Stations had normal operations but some functions (e.g. the screens) might not be working. On the passenger information display panels at the Light Rail stops, she said that the Light Rail adopted an open system and the facilities could be damaged easily. Therefore, the MTR needed to consider the impact of long maintenance time of facilities on the passengers and services if there were insufficient component parts when re-installing the facilities concerned. She continued to say that the MTR Mobile App “Next Train” would extend to the Light Rail as well to provide real-time arrival information. The MTR would report on the latest progress closely. Moreover, the MTR estimated that the strengthening works of the ticket issuing machines could be completed within this year and put into service again.

76. Members raised the second round of comments and enquiries on this agenda item as follows:

- (i) A Member said there were four platforms at the Light Rail Town Centre Stop originally but only two platforms had normal operations currently so the Member enquired when the repair works of the remaining two platforms would be completed;
- (ii) A Member requested the MTR to provide the repair schedule of the platform facilities in writing. She continued to say that the estimated time of arrival display panels at platform No. 2 had not been working so far. As there were a large number of passengers changing the vehicles at the station and many were affected, she hoped that the MTR would give priority to the repair. She further suggested that the new display panels should face the platform in the opposite for passengers to read. Besides, on the MTR representative’s remarks that the Light Rail adopted an open system, she opined that the MTR could still manage to close the Light Rail stops if needed. She further requested the TD to monitor the progress of the MTR’s repair of the facilities;
- (iii) A Member requested the MTR to provide the repair schedule of the platform facilities at the Light Rail stops and add the Light Rail estimated time of arrival

- display function in the MTR Mobile App as soon as possible; and
- (iv) A Member enquired the MTR whether there were sufficient component parts for the maintenance of the new model of ticket issuing machines and he said that the old ticket issuing machines should be used for the time being. He pointed out that the MTR had not provided positive response on the problem that passengers could not buy tickets in cash. He requested the MTR to stop the prosecution of fare evasion passengers before the above problem was solved.

77. Ms Annie LAM of the MTR said that the company would submit a written response on the progress of the repair of platform facilities. She added that the Light Rail adopted an open system and anybody could enter the Light Rail stops at any time so the operations of the facilities could be affected by external factors (i.e. being damaged). The MTR maintenance staff would carry out maintenance works at the stops under safe conditions after conducting risk assessments. She emphasised that the MTR needed to consider the special circumstances of the Light Rail system when planning new facilities or services. Currently, the MTR had tried to use all the component parts in the inventory to carry out the maintenance works and it was expected that the maintenance and strengthening works of the ticket issuing machines could be completed within this year.

(Post-meeting note: the written response from the MTR was distributed to Members on 27 May 2020.)

78. The Chairman said that the third meeting of the TTC would continue to discuss this agenda item.

79. The Chairman continued to say that it was 12:15 p.m. and he suggested that the next agenda item should be discussed first, i.e. “Urge the Police to Provide Details about “e-Ticketing Pilot Scheme”. Then, he would allocate 15 minutes to discuss the revision of the terms of reference of the Joint Working Group of Yuen Long-Tuen Mun District Councils on Traffic and Transport (‘Joint Working Group’). He added that after discussion with the Yuen Long District Council, he suggested making minor revisions to the terms of reference of the Joint Working Group to invite Members to join the Joint Working Group and convene a meeting as soon as possible. Moreover, if the TD submitted the arrangements on the bus route adjustment after the commissioning of the LINK in May 2020, he would convene a special meeting to discuss the paper concerned and settle the items not yet discussed at today’s meeting together.

(C) Urge the Police to Provide Details about “e-Ticketing Pilot Scheme”
(TTC Paper No. 24/2020)

80. The first proposer of the paper enquired the HKPF about the date of full implementation of the “e-Ticketing Pilot Scheme”, the road sections where the above scheme would be implemented on trial in the Tuen Mun District, the prosecutions figures on the road sections concerned and the data concerned of the impact on the enforcement time.

81. Mr WONG Tung-pan of the HKPF said that the captioned scheme had been launched in the Wan Chai, Tseung Kwan O and Sham Shui Po Police Districts since 16 March 2020 and would be extended to the Tuen Mun District from 8 April 2020. Currently, it was launched in all districts throughout Hong Kong. In Tuen Mun District, there were ten traffic wardens who would implement the captioned scheme on the road sections in the district for the time being while other police officers did not participate. Besides, he said that the digitalised ticketing could reduce human error and eliminate the misunderstanding from the handwriting interpretations between members of the public and the enforcement officers, enhance the overall accuracy and streamlines the workflow in backend processing. He continued to say that the launch of the pilot scheme aimed to allow colleagues to get familiar with the procedures concerned and continue to improve the system concerned. The Traffic Headquarters of the HKPF would conduct an overall review of the captioned scheme in July 2020.

82. A Member said that the e-ticketing had been implemented effectively overseas for many years, which could avoid the discrepancies caused by handwriting during the enforcement. He continued to say that he received reports from residents that the paper quality of the e-tickets was not satisfactory and there could be plastic stains left on windscreens so he requested the department concerned to make improvement. Besides, he learned that there would be QR code added on the licence disc so he enquired about the details.

83. Mr WONG Tung-pan of the HKPF said that he would relay Members’ view on paper quality of the e-tickets to the Traffic Headquarters. On the adding of QR code on the licence, the TD would provide response.

84. Mr Icarus of the TD said that he did not have the information concerned for the time being and he would provide response later.

(Post-meeting note from the TD: the TD had added the QR code with encryption on the vehicle licence (licence disc) issued since 20 April 2020 and had replied to the Members concerned directly.)

85. Members raised the second round of comments and enquiries on this agenda item as follows:

- (i) A Member enquired about the establishment of traffic wardens in the Tuen Mun District and the prosecution figures of fixed penalty tickets this year.
- (ii) A Member said that the enforcement time was longer instead after the implementation of the captioned scheme so he enquired about the expenditure for the launch of the captioned scheme. He further requested the HKPF to provide explanations on the details of the captioned scheme; and
- (iii) A Member understood that enforcement officers needed some time for the adaptation at the beginning of the launch of the captioned scheme but opined that most of the information that was written manually in the past could be input automatically in the e-tickets so the enforcement time should have been saved so he requested the HKPF to explain. Besides, the problem of illegal parking in the Tuen Mun District was serious so the Member requested the HKPF to increase the number of prosecutions against illegal parking.

86. Mr WONG Tung-pan of the HKPF said that there were ten traffic wardens in the Tuen Mun Police District and officers of the patrol sub-units and the Enforcement and Control Division of the Traffic New Territories North would also take enforcement actions against illegal parking. He continued to say that the prosecution figures against illegal parking in January, February and March 2020 were 7,000, 7,000 and 9,700 respectively. He said that the problem of illegal parking needed to be tackled from vehicles and the supply of parking spaces and not just by prosecution. However, the police had stepped up enforcement action in light of Members' concern. On the time required for the enforcement, the enforcement time might be longer because the traffic wardens needed to get familiar with the operations of the system during the launch of the pilot scheme and there was a chance of technical problems. In the long run, however, the e-tickets would greatly improve the enforcement efficiency. On the process of issuing e-tickets, he said that the system could preload the date, time, issuing officer and the location but the enforcement officers needed to take photos as record and print the tickets through the portable printer immediately. Moreover, he did not have the information on the cost of the captioned scheme but he believed that the

effectiveness of the scheme would be beyond any doubt.

87. A Member said that as most of the licence discs of vehicles had no QR code, he understood that the enforcement officers needed to input the information concerned manually when issuing the e-tickets. In this regard, he requested the TD to provide explanations on the schedule on the replacement of licence discs with QR code for all the vehicles in Hong Kong.

88. The Chairman said that the problem of illegal parking was serious in the Tuen Mun District and it was not sufficient to have ten traffic wardens only. Although the problem of insufficient parking spaces was yet to be solved, the negative impact of illegal parking could not be neglected. In this connection, he enquired the HKPF whether there was any plan to increase the establishment of traffic wardens.

89. Mr WONG Tung-pan of the HKPF said that the police would review the establishment of traffic wardens from time to time but officers of the Traffic Headquarters of the HKPF would also be responsible for issuing tickets to the illegally parked vehicles. Besides, the police would conduct several major operations against illegal parking every month.

90. The Chairman concluded that the HKPF was requested to report to the TTC after the review on the captioned scheme was completed.

(D) Request the Transport Department to Improve the Service of Minibus Route 46 Series

(TTC Paper No. 25/2020)

Request to Increase the Frequency of Minibus Route 43 Series

(TTC Paper No. 27/2020)

(Written Response from the TD)

91. As the content of the two agenda items above was related, TTC agreed to discuss them together.

92. The Chairman said that TD had submitted written response before the meeting and the Secretariat distributed the written response to Members on 24 April.

93. The first proposer of Paper No. 25/2020 requested the TD to conduct a full review of the services of the Green Minibus (“GMB”) Route No. 46 series. He said that the TD had responded that a series of measures had been taken to enhance the services of the route concerned but residents generally did not see any significant

improvement of the services. As the bus Route No. K51 might not have seats available, aged residents were inclined to taking GMB Route No. 46. He hoped that the TD would continue to improve the services of the GMB Route No. 46 series.

94. Ms Cammy TSE of the TD said that the department had monitored the services of the Route No. 46 series. It had conducted a site inspection at the Fu Tai Estate on the day of meeting and found that the service of the route concerned was normal generally. The department would continue to monitor the services of Route No. 46 series and would urge the operator to improve the services if needed.

95. A Member said that she had come across a driver of Route No. 46A who did not wear a face mask properly recently but the problem had not been improved after she relayed to the service operator. She hoped that the TD would pay attention to the situation concerned.

96. The proposer of Paper No. 27/2020 said that as she observed, the frequency of the GMB Route No. 43 series was very unstable, which was quite different from the frequency listed in the written response from the department. She continued to say that she had a meeting with the TD and the service operator on the services of Route 43 series on 20 March 2020. However, there had been no improvement in the service of the route concerned and the TD did not provide response to the enquiries on the number of vehicles of Route No. 43 series in the paper. She opined that residents in the areas would mostly take Route No. 43 series to go out for buying food so the TD's remarks that the passenger volume dropped during the epidemic was not valid. Moreover, there was a report that the service operator concerned had received substantial subsidies from the government so it should have maintained normal services during the epidemic.

97. Mr Icarus YEUNG of the TD said that the department conducted on-site surveys on the services of the GMB Route No. 43 series at different time slots during the period between March and April 2020. It noticed that there was unstable frequency in some time slots but the frequency in peak hours generally met the requirements. The department had requested the service operator to provide explanations for the unstable frequency. In recent months, it had meetings with the service operator twice and urged them to provide services according to the schedule of service. He continued to say that the passenger volume of Route No. 43 series had a sharp fall during the epidemic but the department understood that the normal frequency of the route concerned was rather low so it had reminded the service operator repeatedly to maintain efficient services. Besides, the department also showed concern about passengers failing to board the

minibus at en route stops and had conducted inspections at the en route stops in peak hours many times. It was found that most of passing minibuses had seats available. The department also noticed that there were many tourists who took Route No. 43 series at weekends and it had requested the service operator to strengthen services to avoid affecting the regular passengers of the route. Meanwhile, the TD would also pay attention to the arrangements of other alternative transport services to try to shorten the passengers' waiting time.

98. Members raised comments and enquiries on this agenda item as follows:

- (i) A Member said that the problem of unstable frequency of Route No. 43C was serious so he did not agree with the result of the frequency survey mentioned in the written response from the TD. He continued to say that the supermarket at the Siu Lun Court would close down soon and there would be renovations at the market nearby. He believed that there would be more residents in the area who needed to take vehicles to the San Hui to buy food so he requested the TD to urge the service operator concerned to maintain normal service. He further requested the TD to conduct frequency survey on Route No. 43 series again and provide Members with the date and time of the survey;
- (ii) A Member said that he had conducted on-site surveys on 17 April 2020 for the whole day and found that the frequency of Routes No. 43A and 43C did not meet the requirements of the schedule of service. Although there was often traffic congestion on Tuen Mun Heung Sze Wui Road and Ho Pong Street affecting the stability of frequency, the frequency of the routes concerned was very inaccurate in non-peak hours so the TD should not defend the service operator concerned any more. He said that TD should introduce a punishment mechanism to urge the service operator to improve the services. Moreover, he suggested that the TD should request the service operator to assign a regulator at the San Hui Minibus Terminus for the whole day to monitor the service conditions. He further said that there was graffiti of "Villagers Queue First" on the ground of the So Kwun Wat Minibus Terminus but there was no department which was prepared to take action for two months.
- (iii) A Member said that as she understood, there were only two minibuses travelling in Routes No. 43A and 43C respectively. However, since the end of January 2020, the TD had not provided explanations so far about the number of the minibuses required in the contract of the above routes and it had repeatedly covered up the problem of unstable frequency repeatedly in the written response.

She opined that the service operator had received substantial subsidies from the government but the service was much worse than expected. She was dissatisfied with the TD's insufficient monitoring and requested the department to respond when there would be at least four minibuses arranged to run in Route No 43A and 43C respectively; and

- (iv) A Member said the TD representative had told her that there should be four minibuses travelling in Routes No. 43C in the past. She said that it was not sufficient to have just two minibuses to meet the frequency requirements in the schedule of service. She continued to say that there was no more supermarket or market in Siu Lun Court and On Ting Estate and the residents needed to go out to buy food. As the TD did not monitor the service operator adequately, it had caused greater inconvenience to the residents. She requested the TD to release the number of minibuses required in all the contracts of the minibus routes so that the residents could monitor the service.

99. Mr Icarus YEUNG of the TD said that there should be four and three minibuses travelling in Routes No. 43A and 43C respectively. The department had conducted on-site surveys on 17 March 2020 for the whole day and found that the number of minibuses of Route No. 43A and 43C met the requirements and there was temporary arrangement of additional minibus to strengthen the services. The department had noticed that the frequency during the meal time and LPG refilling was rather low so it had requested the service operator to deploy other minibuses during the time slots concerned to ensure that the frequency would meet the requirements. He continued to say that the department understood the residents' demand for minibus services. If the operational performance of the routes concerned continued to be poor, the department would issue a warning to the service operator.

100. A Member said that she would continue to pay attention to the service conditions of Routes No. 43A and 43C. If there were no sufficient minibuses arranged to travel in the routes, she would follow up through other channels.

101. The Chairman concluded that the TTC would continue to discuss the two captioned agenda items at its third meeting.

(VI) Any Other Business and Date of Next Meeting

102. The Chairman said that the TTC endorsed the formation of the Joint Working Group at its first meeting on 24 February 2020. After discussion with the chairman of

the TTC of the Yuen Long District Council, he suggested that the terms of reference of the Joint Working Group should be revised to more accurately reflect the area of work of the Joint Working Group.

103. The Chairman showed the revision proposal on the terms of reference of the Joint Working Group with PowerPoint presentation (See Annex 1).

104. The Chairman continued to say that the proposed revision on the terms of reference had mainly added the elements “spanning” the two districts of Tuen Mun and Yuen Long. Moreover, the TTC of the Yuen Long District Council was consulting their members on the proposed revision on the same terms of reference by circulation.

105. There being no objections from Members, the Chairman announced that the revised terms of reference of the Joint Working Group were endorsed. The Secretariat was asked to write letters to invite Members to join the Joint Working Group. He continued to say that the specific arrangements on the holding of the meeting of the Joint Working Group were being discussed with the Yuen Long District Council.

Secretariat

(Post-meeting note: the Secretariat wrote letters to invite Members to the Joint Working Group on 4 May 2020.)

106. The Chairman said that after the TD had submitted the arrangements on bus route adjustment after the commissioning of the LINK, he would convene a special meeting to discuss the paper concerned and settle the items not yet discussed at today’s meeting together.

107. There being no other business, the meeting was closed at 1:08 p.m. The next meeting would be held at 9:30 a.m. on 1 June 2020 (Monday).

(Post-meeting note: the items not yet discussed at today’s meeting were arranged to be settled at the third meeting of the TTC held on 1 June 2020. Moreover, the TTC would discuss the arrangements on the bus route adjustment after the commissioning of the LINK at its second special meeting on 10 July 2020.)

Tuen Mun District Council Secretariat
Date: July 2020

File Ref: HAD TMDC/13/25/TTC/20