

Minutes of the 5th Meeting of
the Traffic and Transport Committee (2024-2027) of
the Tuen Mun District Council

Date : 10 October 2024 (Thursday)
Time : 2:30 p.m.
Venue : Tuen Mun District Council (TMDC) Conference Room

Present

Ms SO Ka-man (Chairman)	TMDC Member
Mr YIP Man-pan, MH (Vice-Chairman)	TMDC Member
The Hon LAU Ip-keung, Kenneth, SBS, MH, JP	TMDC Member
Mr TSUI Fan, MH	TMDC Member
Ms CHING Chi-hung, MH, JP	TMDC Member
Mr CHAN Manwell, Leo, MH	TMDC Member
Mr TSNAG Hin-hong, MH	TMDC Member
Mr KAM Man-fung	TMDC Member
Mr MO Shing-fung	TMDC Member
Ms LAI Ka-man	TMDC Member
Mr LI Chiu-hung	TMDC Member
Mr LAM Tik-fai	TMDC Member
Dr CHAN Kwai-wao	TMDC Member
Mr CHAN Tsim-heng	TMDC Member
Mr CHUI King-hang	TMDC Member
Mr FUNG Pui-yin	TMDC Member
Mr FUNG Yuk-fung, MH	TMDC Member
Mr TSANG Hing-chung	TMDC Member
Mr IP Chun-yuen	TMDC Member
Mr CHENG Yin-kwan, Andy	TMDC Member
Mr TSE Wing-hang	TMDC Member
Mr KWONG Man-tik	TMDC Member
Mr CHUNG Kin-fung	TMDC Member
Mr CHONG Ho-Fung	Co-opted Member
Mr LAU San-chak, Owen	Co-opted Member
Mr MA Cho-fai	Co-opted Member
Miss TSOI Tsang-yi, Jan (Secretary)	Executive Officer (District Council) 2, Tuen Mun District Office, Home Affairs Department

By Invitation

Mr SIU Wai-nok	Senior Manager- Light Rail/Bus Crew and Control, MTR Corporation Limited
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Mr TAM Kai-chi	Senior Manager - Light Rail/Bus Passenger & Traffic, MTR Corporation Limited
Mr YAN Wai-chung, Dennis	Acting Manager - Bus Crew & Traffic, MTR Corporation Limited
Ms HO Kwan-tai, Jennifer	Manager - External Affairs, MTR Corporation Limited
Mr CHAN Ho-fung, Clarence	Operations Manager (Kowloon & New Territories), Citybus Limited
Ms KWOK Chi-ching, Miko	Senior Corporate Communications Officer, Citybus Limited
Mr Douglas MAK	Head of Operations (Tuen Mun Depots), The Kowloon Motor Bus Co. (1933) Ltd / Long Win Bus Company Limited
Mr Leo CHAU	Assistant Manager, Public Affairs, The Kowloon Motor Bus Co. (1933) Ltd / Long Win Bus Company Limited
Mr Carlos PO	Assistant Manager, Operations, The Kowloon Motor Bus Co. (1933) Ltd / Long Win Bus Company Limited

In Attendance

Mr CHAN Yik-lung, Eron	Assistant District Officer (Tuen Mun) 2, Home Affairs Department
Mr SHUM Kai-shing	Engineer/ 15 (West), Civil Engineering and Development Department
Ms TANG Wai-ting, Wendy	District Engineer/ General (3), Highways Department
Mr LAU Tin Ming	Assistant District Engineer/ Tuen Mun (East), Highways Department
Mr KAM Hok-chun, Jorgen	District Operations Officer, Tuen Mun District, Hong Kong Police Force
Mr LEUNG Ki-ching	Officer In Charge, Tuen Mun District Traffic Team, Hong Kong Police Force
Mr SIN Wai-ting, Eric	Senior Transport Officer/ Tuen Mun 1, Transport Department
Ms TSANG Yuk-king, Hendrix	Senior Transport Officer/ Tuen Mun 2, Transport Department
Mr HON Ho-ting, Louis	Engineer/ Special Duties 2, Transport Department
Mr PONG Chung-yin, Alex	Engineer/ Tuen Mun West, Transport Department
Mr WONG Tik-wai	Project Coordinator/ Tuen Mun Central, Transport Department

I. Opening Remarks

The Chairman welcomed all present to the 5th meeting of the Traffic and Transport Committee (2024-2027) (TTC).

II. Absence from Meeting

2. The Secretary reported that no applications for leave of absence from Members were received.

III. Confirmation of Minutes of the Last Meeting

3. The Chairman stated that the Secretariat received amendments to the 27th paragraph of the minutes of the 4th meeting held on 15 August 2024 from MTR Corporation Limited (MTR) (see Annex 1).

4. As Members did not proposed any other amendments, the TTC confirmed the amended minutes.

[The Chairman asked the Vice-Chairman to preside the meeting.]

IV. Discussion Items

**(A) Services of MTR Bus Routes K53, K54 and K58 in Tuen Mun District
(TTC Paper No. 35/2024)**

5. The Vice-Chairman welcomed Mr SIU Wai-nok, Senior Manager - Light Rail/Bus Crew and Control, Mr TAM Kai-chi, Senior Manager - Light Rail/Bus Passenger & Traffic, Mr Dennis YAN, Acting Manager- Bus Crew & Traffic, and Ms Jennifer HO, Manager - External Affairs, of MTR to the meeting.

6. Mr TAM Kai-chi of MTR introduced the service enhancement of MTR Bus Routes K53, K54, and K58 with the aid of PowerPoint slides (see Annex 2). These enhancements included adding a special trip to Route K53 originating from So Kwun Wat Tsuen at 6:00 a.m., with a new timing point outside York International Kindergarten during daytime non-peak hours to reduce overlapping with the service of Routes K51 and K51A. A new Route K54A plying between Wo Tin Estate and MTR Siu Hong Station would be introduced, with adjustments to the departure times of the first and the last trips. Residents could also check the arrival time of Route K54A through MTR mobile application. The service of Route K58 would be maintained on weekdays (school days) during morning peak hours, and the routeing would be extended to So Kwun Wat Tsuen.

[The Chairman resumed presiding the meeting.]

7. Members raised various opinions and enquiries, summarised as follows:
- (i) Members thanked MTR for responding to public demands, including adding a morning special trip to Route K53, proposing a solution to the overlapping service between Routes K51A and K53, and introducing Route K54A;
 - (ii) Members expressed concern that the waiting time of three to five minutes for Route K53 outside York International Kindergarten might cause inconvenience to residents of Ocean Camino, NAPA, and MORI. They suggested that MTR consider relocating the timing point to No. 88 So Kwun Wat Road or the bus stop bay on Kwun Chui Road, which would be completed next year;
 - (iii) Members asked MTR whether all trips or only specific trips of Route K53 would stop outside York International Kindergarten for three to five minutes, and whether passengers would be notified of the arrangement;
 - (iv) Members reflected that many students would take Route K58 after school, and elderly residents with mobility disabilities would also take Route K58 to Tuen Mun Hospital and Castle Peak Hospital. Therefore, they suggested that MTR retain afternoon service of the route to a certain extent or provide alternative solutions to cater to the special needs of residents in the district;
 - (v) Members pointed out that it was not clearly stated in the paper that whether the service frequency adjustment to Route K58 meant enhancement, reduction, or review, and asked MTR to clarify the differences between the new and existing services;
 - (vi) Members hoped that the Government would expedite the construction of the bus terminus at So Kwun Wat Tsuen to solve the bus parking problem and improve the waiting environment for passengers;
 - (vii) Members suggested that MTR review the effectiveness of the service frequency adjustment to Route K58 after three months and adjust the service accordingly. They hoped that the Transport Department (TD) would have good planning for all bus routes to cope with the increasing population in Area 54;
 - (viii) Members indicated that they had received public feedback and hope that MTR would reinstate the interchange discount for Routes K53, 506, K52 and K54. Besides, they complained that Routes K51, K51A, K52, K53, and K58 frequently arrived simultaneously, causing traffic congestion around the area of Chi Lok Fa Yuen and a delay in journey. Therefore, Members suggested that MTR consider

rationalising the service frequency of these routes; and

- (ix) Members requested that MTR provide point-to-point statistics for Route K58 from Fu Tai Estate to the terminating point to truly reflect residents' needs with actual data. They further suggested that the TD discuss alternative solutions with the bus companies to extend certain routes into areas without Light Rail service, for example, extending Route 50M operated by Citybus Limited (Citybus) to Chi Lok Fa Yuen or the Sam Shing.

8. Mr SIU Wai-nok of MTR stated that once the service of Route K53 no longer overlapped with the service of Routes K51 and K51A, MTR would immediately cancel the three-to-five-minute waiting arrangement at the timing point. MTR was open about the locations of the timing point for Route K53 and was willing to cope with residents' demand through adjustments. Besides, it would ensure proper promotion to inform residents about the service arrangements through announcements or other means. Regarding Route K58, MTR would maintain close communication with the TD and provide additional data about Route K58 to Members for discussion and suggestion. Current data showed that the bus patronage for the route outside the morning peak hours was relatively low, and the route overlapped with other bus routes and multiple Light Rail routes, indicating a need for integration to effectively utilise bus resources and meet the travel demand of the public.

[Post-meeting note: MTR provided supplementary information regarding the occupancy rate and patronage for Route K58 during afternoon hours to Members through the Secretariat on 31 October 2024.]

9. Mr Louis HON of the TD said that regarding Members' suggestion about building a bus terminus at So Kwun Wat, due to limited space on So Kwun Wat Road, the Department would look for locations or extend existing bus stop bays to accommodate one to two more buses where traffic conditions permitted. In addition, the bus stop bay on Kwun Chui Road was expected to be completed by the end of 2025. At that time, the Kwun Chui Road bus stop would be relocated there. The Department would continue to identify locations for proposing development projects in the district to provide more public transport facilities.

10. Ms Hendrix TSANG of the TD noted Members' suggestions to extend Citybus Route 50M to Chi Lok Fa Yuen, and would relay the suggestion to her colleagues in the Bus and Railway Branch of the TD and relevant bus companies for discussion and review of the current service details.

(B) Proposal to Add a Passenger Shelter at the Bus Stop on Wu Chui Road Westbound near Marina Garden and Miami Beach Towers

(TTC Paper No. 36/2024)

(Written Response from the Transport Department)

(Written Response from The Kowloon Motor Bus Co. (1933) Ltd)

(Written Response from Citybus Limited)

11. The first proposer of the paper thanked the TD and bus companies for their positive responses, particularly KMB who had submitted an application to the TD for the installation of a passenger shelter at the bus stop. He then enquired about the specific procedures for the installation, including consultation period and review process.

12. Members raised various opinions and enquiries, summarised as follows:

- (i) Members noted that many bus stops would successively have shelters installed, including those at Lung Yat Estate and Butterfly Beach Park. However, there were still many open-air bus stops in the district. Therefore, they suggested that the TD, when studying shelter installation, consider the new container bus stop design at Wu King Estate adopted in the Tuen Mun South Extension project as a standardised design, which would help reduce costs and allow for more rational resources allocation, providing a more comfortable waiting environment for residents;
- (ii) Members thanked KMB for its positive response and enquired about the responses from Citybus and MTR regarding shelter installation at the bus stops on Wu Chui Road westbound near Marina Garden and Miami Beach Towers. They suggested bus companies also install a shelter at Wu Shan Garden bus stop; and
- (iii) Members suggested government departments consider installing shelters with a real-time bus service information display panel, allowing passengers to check bus routes and arrival times. Also, they enquired whether funding could be sought from the Tuen Mun District Office (TMDO) to install a rain shelter along the pedestrian walkway outside Miami Beach Towers.

13. Mr Eric SIN of the TD explained that after receiving applications for bus stop shelter installation from bus companies, the Department would discuss the application details with the bus companies if necessary, including design, specific location, distance from carriageway, etc. Subsequently, the Department would consult relevant departments and district stakeholders through District Office, and process approval after handling opinions received. Once approved by the TD, bus companies could contact relevant works departments to commence installation.

14. Mr Leo CHAU of KMB stated that KMB had always valued passenger experience and would gladly consider installing shelter facilities at bus stops after balancing

resources, actual needs, and current conditions of bus stops. KMB had submitted an application for installing a shelter and seats at the captioned bus stop to provide a comfortable waiting environment for passengers.

15. Ms Miko KWOK of Citybus stated that they noted Members' opinions and would actively study and follow up on the suggestions.

16. Ms Jennifer HO of MTR stated that regarding the suggestion for bus stop shelter and seats installation, MTR would allocate resources for arrangements where engineering feasibility permitted.

17. The Chairman stated that if Members wished to suggest facility at other bus stops, they might submit separate papers.

**(C) Suggestion to Add a Box Junction Road Marking at the Exit of Sam Shing Bus Terminus adjacent to Hanford Garden to Alleviate Traffic Congestion
(TTC Paper No. 37/2024)
(Written Response from the Transport Department)**

18. The first proposer of the paper enquired about the specific timing for adding a box junction road marking and noted that during holidays, there were more tourists, causing vehicle queues to extend to near the ice manufacturing plant on Sam Shing Street. They hoped the Department would review the traffic conditions after the works were completed.

19. Mr Louis HON of the TD stated that since implementing traffic signal control at the junction of Sam Shing Street and Castle Peak Road in late August this year, the TD had been closely coordinating with the Highways Department (HyD), monitoring the traffic conditions at the junction and adjusting signal duration as needed. In September, the Department observed that some buses were difficult to pass through the junction, so they adopted the captioned proposal and immediately contacted the team of the HyD responsible for the widening works of Castle Peak Road to add a box junction road marking. The works were planned to be carried out during Chung Yeung Festival holiday and expected to be completed within one night.

20. The Chairman hoped the TD would notify the proposers of the paper in advance once the exact commencement date was confirmed.

[Post-meeting note: The HyD completed the road marking works on 13 October.]

21. Members raised various opinions and enquiries, summarised as follows:

(i) Members noted that after adding traffic lights at the Castle Peak Road junction,

many vehicles entered from Hoi Wing Road and Chi Lok Fa Yuen. However, traffic congestion improved after the TD adjusted signal duration. They hoped the Department would continue monitoring the traffic conditions at the junction;

- (ii) Members pointed out that road surface of Castle Peak Road in Sam Shing area became uneven after widening works, and asked the TD about the specific timeline for future road resurfacing works;
- (iii) Members stated that when buses turned from Sam Shing Bus Terminus adjacent to Hanford Garden onto the slow lane on Sam Shing Street, their rear ends would swing into the fast lane, which raised concern about the impact on other vehicles waiting in the fast lane; and
- (iv) Members asked whether the TD would change the double white lines to double broken lines in that area.

22. Mr Louis HON of the TD stated that since the HyD activated traffic lights at the junction of Sam Shing Street and Castle Peak Road in late August this year, the TD had been deploying staff to closely monitor the traffic conditions. After adjusting signal duration in late September based on traffic flow during different periods, traffic congestion problem had significantly improved, and the Department would continue monitoring the traffic conditions at the junction. Regarding Castle Peak Road resurfacing works, the team of the HyD responsible for the widening works of Castle Peak Road was submitting temporary traffic arrangements for review by the TD and the Police. The works were expected to begin in late October and targeted to be completed in early 2025. In addition, regarding the addition of the box junction road marking, the Department had considered the space needed for buses turning onto Sam Shing Street. The Department typically added a box junction road marking only when necessary to allow other road users to utilise the remaining road space effectively. The Department would continue monitoring the effectiveness after implementation of the proposal and make adjustments if necessary.

23. The Chairman concluded by requesting the TD to provide photos of the works and a concrete completion timeline to Members in due course.

- (D) Public Concern over the Traffic Problems after the Completion of the Light Public Housing at Lok On Pai, Siu Lam**
(TTC Paper No. 38/2024)
(Written Response from the Transport Department)
(Written Response from the Hong Kong Police Force)

24. The first proposer of the paper stated that the Water Supplies Department (WSD)

conducted water main works at the roundabout at Tsing Fat Street and Castle Peak Road in mid-September this year, implementing temporary road closure and traffic diversion measures, which promptly led to public complaints about safety concern. The incident raised concerns among nearby residents about the “Light Public Housing” (LPH) at Lok On Pai in Siu Lam (LPH Project in Lok On Pai). In such regard, he hoped government departments would provide, as soon as possible, more details about engineering and traffic arrangements before and after the completion of the LPH Project in Lok On Pai, allowing Members to communicate more effectively with residents and alleviate their concern.

25. Members raised various opinions and enquiries, summarised as follows:

- (i) Members noted that the LPH Project in Lok On Pai would cost nearly \$10 billion and was discussed in the Legislative Council. In February this year, the TD provided traffic data for the LPH Project in Lok On Pai, projecting that by 2029, eastbound traffic flow on Castle Peak Road during morning peak hours would increase from currently 1 310 vehicles per hour to 2 010 vehicles per hour. The initial plan for the LPH Project in Lok On Pai would include 5 000 units, and the Department projected that there would be 29 additional eastbound buses per hour, among which 13, 9 and 7 would head to Southwest New Territories, Hong Kong Island and Tuen Mun Road Bus Interchange (TMRBBI), respectively, plus school buses, trucks, and private cars, totaling about 100 vehicle trips. With the current number of units for the LPH Project in Lok On Pai reduced to 4 200, estimates showed approximately 80 additional vehicle trips per hour, accounting for nearly 4% of the total 2 100 trips. Based on road capacity information, the road section should be able to handle the increased traffic flow in the future;
- (ii) Members noted that roads near the LPH Project in Lok On Pai were relatively narrow, and residents along Castle Peak Road and around So Kwun Wat were concerned that adding bus stops at the LPH Project in Lok On Pai to existing bus routes would significantly increase journey times. Many residents contacted Members enquiring about construction schedule, temporary traffic measures, and rerouting details of bus routes. Therefore, they suggested government departments release information to Members earlier to help residents prepare in advance;
- (iii) Members suggested that some bus routes might be extended to pass through the LPH Project in Lok On Pai, and recommended the TD consider rationalising Route K51 by changing its terminating point from Tai Lam Chung to Maritime Services Training Institute to extend the routeing;
- (iv) Members pointed out that the LPH Project in Lok On Pai had no parking spaces and residents would rely on public transport. They suggested the TD flexibly

deploy shuttle buses and consider extending Route K51 to run via the lower level of the TMRBBI to make good use of resources and optimise efficiency.

26. Mr Louis HON of the TD stated that two major parts of the works for the LPH Project in Lok On Pai would affect residents, namely the LPH construction by the Architectural Services Department (ArchSD), and underground pipeline installation works for the LPH Project in Lok On Pai by the WSD, Drainage Services Department (DSD), and CLP Power Hong Kong Limited along Tsing Fat Street and Castle Peak Road. While conducting underground pipeline works, the Department would moderately widen Tsing Fat Street to allow buses to access the LPH Project in Lok On Pai via Tsing Fat Street in the future. According to current schedule, relevant departments expected pipeline installation would be completed before the intake of residents for the LPH project in 2026. The Department would closely coordinate with the ArchSD, the WSD, and the DSD, and fully consult nearby residents and organisations before implementing road closure measures and construction works.

27. Mr Eric SIN of the TD stated that regarding public transport service arrangements for the LPH Project in Lok On Pai, the Department tentatively planned to consult the TTC under the TMDC in the first half of 2025. When the LPH Project in Lok On Pai gradually completed, they would discuss service details and review transport arrangements with public transport operators according to the progress and schedule for the intake of residents. In addition, the Department would closely monitor residents' travel patterns after the intake procedure and discuss service adjustments with operators as needed in order to meet passenger demand. The Department also noted Members' opinions regarding the rerouting of MTR Bus Route K51.

28. A Member stated that widening Tsing Fat Street by less than half a metre would not increase traffic capacity, and the TD's approach of monitoring travel patterns only after intake was sub-optimal. He suggested government departments plan ahead by referring to the intake situation of other public housing estates and residents' general travel patterns to avoid unnecessary chaos affecting nearby residents after the intake process for the LPH Project in Lok On Pai.

29. Mr Louis HON of the TD explained that Tsing Fat Street's widening works involved carriageway build-outs, aimed at providing sufficient width for buses, and physical constraints on that road section prevented adding new lanes. The Department had conducted a traffic impact assessment on Tsing Fat Street, showing that residents of the LPH Project in Lok On Pai would mainly commute by public transport, and the traffic flow after intake would not severely impact the traffic conditions on Tsing Fat Street.

30. Mr Eric SIN of the TD stated that they planned to consult the TTC under the TMDC about the details of public transport services for the LPH Project in Lok On Pai in

2025, and would make adjustments based on residents' travel patterns as needed.

31. The Chairman and Members expressed that local residents were very concerned about the transport arrangements for the LPH Project in Lok On Pai and were dissatisfied with the TD's plan to conduct community consultation until early 2025. They hoped the Department would expedite the process and conduct consultation with the TTC in December 2024 or January 2025 to explain the details.

32. Mr Eric SIN of the TD noted Members' opinions and concerns about the transport services for the LPH Project in Lok On Pai.

33. The Chairman concluded by requesting the representatives from the TD to actively reflect Members' opinions to senior management.

(E) Enhancing Light Rail and MTR Feeder Bus Services
(TTC Paper No. 39/2024)
(Written Response from the Transport Department)
(Written Response from MTR)

34. Ms Hendrix TSANG of the TD stated that regarding Light Rail service enhancements, all 40 new Light Rail vehicles purchased by MTR had been put into service in 2023, among which 30 were used for replacing old vehicles and 10 for expanding the fleet. As for MTR bus service, MTR would gradually replace diesel single and double-decker buses, and add double-decker electric buses by the end of 2026 to increase carrying capacity. The TD and MTR would work closely to adjust service arrangements according to the population development in the Tuen Mun District to meet the newly increased passenger demand.

35. The first proposer of the paper pointed out that Area 54 would have numerous housing units to be completed soon. She enquired about the timeline on the service development and distribution of the 40 Light Rail vehicles purchased last year, transport arrangements for the LPH project, and requested MTR to arrange coupled-set vehicles for Route 614 during morning peak hours.

36. Members raised various opinions and enquiries, summarised as follows:

- (i) Members noted that among the 40 Light Rail vehicles purchased by MTR last year, 30 were for replacing old vehicles and 10 for backup. Given the ongoing public housing completion in the district, current service of the Light Rail was clearly insufficient, especially during peak hours when vehicles were very crowded. They requested the TD to conduct long-term transport planning in advance to cope with the future population growth;

- (ii) Members stated that Area 54 currently had two housing estates, namely Ching Tin Estate and Wo Tin Estate, with a LPH project planned for the future. They enquired about how many additional Light Rail vehicles and buses MTR would purchase, as well as the specific timeline;
- (iii) Members noted that since the Government rationalised traffic flow among the three Road Harbour Crossings, many residents had changed their travel patterns, with a sharp increase in demand for Light Rail, feeder bus, and Tuen Ma Line. They suggested MTR increase coupled-set vehicle services for certain routes, such as Route 615P, during morning peak hours, afternoon school dismissal, and the period when construction workers commuted from work to manage passenger flow;
- (iv) Members suggested MTR utilise new technology and data for transport planning and vehicle deployment to improve service quality;
- (v) Members noted occasional odours upon most passengers got off, hoping MTR would address the ventilation issue in train compartments;
- (vi) Members stated that passenger information displays at Light Rail platforms were not visible during peak hours. They hoped MTR would consider utilising technology to provide arrival information through its mobile application to prevent residents from missing trains;
- (vii) Members suggested MTR explain to residents through animation why coupled-set vehicles could not be deployed for some Light Rail routes;
- (viii) Members enquired whether replaced old vehicles could provide limited Light Rail service;
- (ix) Members noted that Route 506 was changed from Light Rail to feeder bus due to Tuen Mun Station improvement works, and enquired whether this change would affect long-term vehicle resources allocation;
- (x) Members stated that the completion of Tuen Mun South Extension in 2030 would provide convenience for residents in Tuen Mun South to take Light Rail and feeder buses to Tuen Mun Station or Siu Hong Station. They believed road traffic problem should significantly improve by then;
- (xi) Members noted that KMB diesel buses could accommodate 150 passengers while electric buses could only accommodate 122. They enquired whether MTR's

introduction of electric buses to replace diesel buses would affect the carrying capacity; and

- (xii) Members stated that Routes 614 and 614P were main transport options for residents around King Fung Path. However, services of the two routes often overlapped with irregular service frequency, leading to insufficient services. They hoped MTR would adjust the service frequency for residents' convenience.

37. Ms Hendrix TSANG of the TD noted that they acknowledged Members' opinions regarding MTR bus frequency and carrying capacity, and would relay the concern to her colleagues in the Bus and Railway Branch in the TD. The TD developed plans annually based on development of individual district, population change, and public transport service demand. District consultations would be conducted through the Bus Route Planning Programmes at District Councils to improve the overall public transport network. Regarding carrying capacity of MTR buses, it was understood that there would not be much difference in carrying capacity between electric buses and diesel buses currently used by MTR. The Department would later consult the TMDC regarding public transport arrangements for new population development areas in the district.

38. Ms Jennifer Ho of MTR stated that since Light Rail shared road space with other vehicles, factors such as traffic conditions and journey time (including traffic light waiting times and congestion) must be considered when planning the operation with single-set or coupled-set vehicles. In view of Tuen Mun's rapid population growth, MTR closely monitored traffic conditions monthly and adjusted frequency or deployment of single-set or coupled-set vehicles as needed. Currently, MTR used technology for traffic planning, such as coordinating the services of Light Rail Route 506P and feeder bus Route 506.

39. Mr SIU Wai-nok of MTR indicated that the current crowdedness level of Light Rail had improved compared to previous years. MTR staff monitored Light Rail service from 7:00 a.m. every day, especially at strategic stops like Prime View Stop, Leung King Stop, and Siu Hong Stop. Besides, deploying coupled-set vehicles in certain areas posed challenges. For example, Routes 615P and 505 shared platforms at Siu Hong Stop, which would cause congestion during peak hours. MTR would study the feasibility of arranging coupled-set vehicles based on service schedule. Irregular frequency mainly resulted from Light Rail operating along roads, while trains departed from terminals on time, traffic congestion at intersections caused delays. Control room staff monitored operation every morning and manually adjusted frequency to address issues as far as possible. Regarding odours in train compartments, engineering staff would follow up on improvement. MTR had submitted proposals for installing passenger information displays, planning first-phase installation at all platforms. According to the regulations by the Electrical and Mechanical Services Department, retired old vehicles could not provide service anymore; some would be donated to schools for exhibition or preserved as

parts. The ten vehicles of Phase 5 fleet were not for reserve but were already in service, offering more space with seven additional seats and capacity for 30-40 more passengers, helping improve overall service level. MTR also introduced Routes 720 and 506P this year, among which Route 506P helped divert passengers who got off at Prime View Stop or Siu Hong Stop, and students heading to Hoh Fuk Tong Stop.

40. Mr TAM Kai-chi of MTR stated that they consistently applied technology to optimise fleet deployment. The real-time monitoring system in MTR's Operation Control Centre tracked passenger number. For instance, during the last typhoon period, the system alerted the increased number of passengers commuting to and from work after typhoon signals were hoisted and cancelled. Thus, MTR immediately deployed an additional trip for Light Rail Route 506P to serve passengers.

41. Mr Dennis YAN of MTR explained that due to road width and turning restrictions, MTR buses were mainly 11-metre-long with a capacity of 120-125 passengers. Calculation showed that replacing all existing Euro IV diesel buses with electric buses would provide approximately 400 additional seats, equivalent to adding three to four double-decker buses, which would increase overall carrying capacity. MTR would continue monitoring passenger demand on various routes and allocate resources accordingly.

42. Members raised a second round of opinions and enquiries, summarised as follows:

- (i) Members hoped that MTR would purchase more Light Rail vehicles in the future;
- (ii) Members pointed out that MTR split Routes 614P and 615P years ago, so Routes 615P and 505 did not share the same platform and would not create difficulties for MTR to arrange coupled-set Light Rail service. They suggested MTR seriously consider increasing coupled-set vehicle service for Route 615P;
- (iii) Members noted that Light Rail compartments were not level with platforms when stopped, causing inconvenience to wheelchair users. While train captains occasionally provided assistance, this was not standard practice. They hoped MTR would address this situation;
- (iv) Members suggested MTR add route information on Light Rail vehicles' exterior and interior to prevent passengers from getting on wrong trains unknowingly; and
- (v) Members stated that even though road traffic conditions differed every day, Light Rail vehicles still arrived at the same time each day. They believed MTR had the capability to adjust frequency to resolve issues of overlapping service and irregular service intervals.

43. Mr SIU Wai-nok of MTR stated that they would continue to review the service of Route 615P. Currently, MTR was installing “Board Easy Mats” at platforms, where necessary, to facilitate wheelchair users boarding and alighting. He encouraged wheelchair users to actively seek assistance from train captains, and MTR would enhance training for train captains to better assist wheelchair users. In addition, MTR would continue to improve the issues about overlapping service and irregular service intervals.

44. Mr TAM Kai-chi of MTR stated that MTR updated the content of Light Rail platform announcements in June this year. Each platform now broadcasted arriving routes separately, helping passengers better understand platform information. In addition, MTR had optimised audio navigation system by adding a five-minute advance alert before arrival. MTR would continue to explore ways to provide more route information inside train compartments.

45. The Chairman requested MTR and the TD to actively consider Members’ opinions.

(F) Suggestion to Increase the Service Frequency on Bus Route B2 to/from Shenzhen Bay on Weekends and Holidays
(TTC Paper No. 40/2024)
(Written Response from the Transport Department)

46. The first proposer of the paper stated that a large number of citizens took Route B2 to Shenzhen Bay during holidays, and buses was always full when arriving at Tuen Mun. He requested the TD to review and increase the service frequency on the route during peak hours.

47. Members raised various opinions and enquiries, summarised as follows:

- (i) Members noted that Route B2 frequently experienced lost trips, with one incident occurring on 27 August this year. However, when New Lantao Bus Co., (1973) Ltd. (NLB) responded to the complaint several days later, they only blamed road traffic conditions without mentioning the actual reason - a faulty Octopus fare collection reader that caused the delay. They believed the TD should better monitor NLB’s service quality and drivers’ professionalism;
- (ii) Members pointed out that during certain periods, Route B2 passengers had difficulty boarding because the lower deck was full of luggage. They suggested the TD urge NLB drivers to help remind passengers to properly place their luggage to make up more space for other passengers;

- (iii) Members stated that promotional posters for section fares currently posed at bus stops were too small, and suggested the TD remind NLB to place larger notice boards for section fares to reduce disputes about fares between passengers, especially the elderly, and drivers; and
- (iv) Members suggested the TD explore what support could be provided to NLB to increase the service frequency on Route B2.

48. Ms Hendrix TSANG of the TD stated that they would remind NLB to monitor the changes in passenger demand for Route B2 and allocate resources accordingly. Besides, she confirmed that NLB should ensure trips operated according to the schedule of service; properly maintain equipment like Octopus fare collection readers; deploy buses with suitable luggage racks for meeting passenger demand; and remind passengers to properly place luggage for safety. In addition, the Department would also remind NLB to display clearer notices about section fares, enhance driver training, and improve system accuracy to provide accurate travel information to passengers and avoid misunderstandings.

49. A Member expressed concern that lost trips continued to occur even after the TD's reminders to the bus company, and enquired whether any penalty mechanisms were in place.

50. Ms Hendrix TSANG of the TD stated that the Department would review the lost trip rate of the bus company. Currently, Route B2 had an average headway of 16 minutes. If the lost trip problem became serious, the Department had mechanisms to issue written warnings to the bus company and would maintain close communication with it. Multiple factors, including lost trip rate, would be considered when approving an application for franchise extension.

51. The Chairman requested the TD to consider the Members' opinions.

V. Reporting Items

(A) Report by the Transport Department (TTC Paper No. 41/2024)

52. A Member enquired about the effectiveness of changing the lane line between middle and fast lanes on Wong Chu Road eastbound near the entrance to Tuen Mun Road to a solid-cum-broken line, and whether there had been any increase in traffic flow or reduction in traffic accidents.

53. Mr Alex PONG of the TD stated that after implementing the traffic management measures, there had been no increase in traffic flow, and traffic accident statistics had

shown no changes so far. The Department would continue to closely monitor the situation on that road section.

54. A Member pointed out that heavy vehicle drivers frequently cut in line in a disorderly manner on Wong Chu Road towards Yuen Long, affecting the safety of other road users. They suggested the TD and the Police extend the solid-cum-broken line and strengthen enforcement.

55. Mr Alex PONG of the TD noted Member's suggestion to extend the solid-cum-broken line, and stated that the Department would closely monitor the traffic conditions of that road section and discuss with the Police about strengthening enforcement.

56. Mr LEUNG Ki-ching of the Hong Kong Police Force stated that they were currently carrying out enforcement actions with video recording at the aforementioned road section.

57. The Chairman requested the TD to consider Members' opinions.

**(B) Report by the Highways Department
(TTC Paper No. 42/2024)**

58. A Member stated that the road closure measures at Pui To Road reduced the space for Route 506 to move into the stop, causing traffic congestion in that road section throughout the day, therefore enquired about when the HyD would reopen the closed section of Pui To Road.

59. Ms Wendy TANG of the HyD stated that the Department was discussing technical issues regarding the road closure location with the TD and would review the road closure arrangements.

60. A Member believed that technical issues should have been studied before commencing the works, and requested the HyD to address the situation quickly, otherwise it would only worsen traffic congestion on Pui To Road.

61. Ms Wendy TANG of the HyD noted Members' opinions and stated that they would work with the TD to address the issues as soon as possible.

62. The Chairman requested the representatives from the HyD to have more communication with Members regarding the above matters after the meeting.

(C) Report by the Hong Kong Police Force

63. Members noted the captioned report.

VI. Any Other Business

64. The Chairman indicated that Tuen Mun residents had previously expressed disappointment about the Light Rail Personalised Octopus Frequent User Bonus Scheme ending on 31 August 2024, and requested MTR to note residents' opinions and consider extending the scheme.

65. Ms Jennifer HO of MTR stated that the Light Rail Personalised Octopus Frequent User Bonus Scheme was launched in 1997 to encourage passengers to switch to the newly introduced Octopus Cards for Light Rail travel. Due to changes in passenger travel patterns and market conditions in recent years, MTR would allocate resources to launch other fare concessions, such as the Monthly Pass for journeys between Tuen Mun and Nam Cheong or Tuen Mun and Hung Hom, targeting passengers in the Northwest New Territories. To express MTR's gratitude to the public for their continuous support for Light Rail, passengers who linked their Adult Octopus Cards, JoyYou Cards, or Elder Octopus Cards with the MTR Mobile application and took 15 Light Rail trips or more between 1 and 30 September would receive 3 000 bonus points.

66. The Chairman further mentioned receiving written opinions from NOVO LAND's Owners' Corporation regarding local transportation facilities, which suggested increasing feeder transport service to MTR stations and the TMRBBI, widening traffic lanes, and installing pedestrian covers. She requested the TD to consider these suggestions.

67. Ms Hendrix TSANG of the TD acknowledged receipt of the opinions and stated that a written response would be provided later.

68. A Member suggested that the Secretariat forward the above two documents of public opinions to Members for reference. The suggestion was approved by the Chairman.

[Post-meeting note: The Secretariat forwarded the information regarding (i) enhancement of public transport services in the area of NOVO LAND; and (ii) Light Rail Personalised Octopus Frequent User Bonus Scheme to Members for reference on 21 October 2024.]

69. The Chairman announced the meeting closed at 5:30 p.m. The next meeting would be held on 5 December 2024 (Thursday) at 2:30 p.m.

Tuen Mun District Council Secretariat

Date: November 2024

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