

## **Legislative Council Panel on Transport**

### **Bus Services in Tuen Mun**

#### **Purpose**

This paper responds to the following concerns raised by some members of the Tuen Mun Provisional District Board (TMPDB) at their meeting with the Legislative Council Members held on 21 January 1999-

- (a) difficulties for commuters to get on board buses at en-route stops in Tuen Mun since the opening of Tai Lam Tunnel;
- (b) excessive deployment of air-conditioned buses; and
- (c) high bus fares.

#### **Boarding Difficulties at En-route Stops in Tuen Mun**

2. The commissioning of the Tai Lam Tunnel last year provided an opportunity to restructure the Yuen Long bus network to improve its efficiency and cost-effectiveness. In May 1998, following consultation with the Yuen Long and Tuen Mun PDBs, the Kowloon Motor Bus Company (1933) Limited (KMB) implemented a bus reorganization plan, involving the diversion of 5 routes via Tai Lam Tunnel, the cancellation of 3 routes and the introduction of 4 new routes. With this reorganization plan, a quicker service to the urban areas would be provided for Yuen Long residents through Tai Lam Tunnel. Details as follows-

#### **Route Cancellation**

- 68 (Yuen Long East-Sham Shui Po (Yen Chow Street))
- 68A (Long Ping Estate-Sham Shui Po (Yen Chow Street))
- 268B (Yuen Long East-Star Ferry)

### Route Diversion

- 64M (Tin Yiu Estate-Tsuen Wan Ferry)
- 68M (Yuen Long West-Tsuen Wan MTR Station)
- 68X (Yuen Long East-Jordan Road Ferry)
- 69M (Tin Shui Estate-Kwai Fong MTR Station)
- 69X (Tin Shui Estate-Kowloon KCR Station)

### New Routes

- 63M (Yuen Long East-Tsing Yi AR Station)
- 63P (Hung Shui Kiu-Tsing Yi AR Station)  
(3 departures in the morning peak period)
- 63X (Tin Tsz Estate-Jordan Road Ferry)
- 68A (Long Ping Estate-Kwai Hing MTR Station)  
(new route using old route number)

Concurrently, the peak frequency of existing Tuen Mun routes 67M (Siu Hong Court-Kwai Fong MTR Station) and 67X (Siu Hong Court-Mong Kok KCR Station) have also been improved from 8/9 to 7/8 minutes, and from 10 to 9/10 minutes respectively.

3. The re-organization plan results in a reduction in the number of trips made by Yuen Long bus routes on the section of Tuen Mun Road between Yuen Long and Tuen Mun. Surveys conducted by Transport Department (TD) in September, November, December 1998 and January 1999 show that buses serving areas in Tuen Mun affected by the re-organization had spare capacity in the morning peak period. Routes 58M (Leung King Estate-Kwai Fong MTR Station) and 58X (Leung King Estate-Mong Kok KCR Station) were also included in the surveys as some commuters using the Yuen Long routes before might have shifted to use these 2 Tuen Mun services. Detailed survey results are shown in the Annex. In conclusion, the surveys indicate there should be no difficulty for Tuen Mun residents to get on board bus services en-route. TD would nevertheless continue to monitor the bus services for the Yuen Long-Tuen Mun corridor and would introduce, where necessary, improvements to cater for increase in demand.

### **Excessive Deployment of Air-conditioned Buses**

4. In formulating the deployment plan of air-conditioned buses to Tuen Mun routes, KMB takes into account the feedback from the residents on the demand and acceptability of air-conditioned buses. The deployment plan is incorporated into KMB's Route Development Programme (RDP) and the Traffic and Transport Committee (TTC) of the TMPDB is fully consulted on it. Air-conditioned buses are progressively deployed to Tuen Mun bus routes in accordance with the RDP.

### **High Bus Fares**

5. The actual level of bus fares of the Tuen Mun bus services are determined in accordance with the scale of fares approved by the Chief Executive in Council. Fares of the Tuen Mun bus services are comparable to those of other districts in respect of routes of similar journey distance.

Transport Bureau  
February 1999

**Surveys Conducted by Transport Department**  
**Bus Services in Tuen Mun**

**Route 63M**

Survey period: 7.00 a.m. to 9.00 a.m. Direction: to Kowloon

Survey Date	Survey Location	Scheduled Frequency (minutes)	Observed Frequency (minutes)	Average Occupancy on Departure	Passengers' Average Waiting Time (minutes)
16-9-98	(1)	7 to 10	7 to 10	69%	4
30-9-98	(2)	7 to 10	6 to 10	29%	4
29-1-99	(1)	7 to 10	6 to 15	68%	5

(1)Bus stop on Tuen Fat Road outside Waldorf Garden

(2)Hung Shui Kiu bus stop

**Route 63X**

Survey period: 7.00 a.m. to 9.00 a.m. Direction: to Kowloon

Survey Date	Survey Location	Scheduled Frequency (minutes)	Observed Frequency (minutes)	Average Occupancy on Departure	Passengers' Average Waiting Time (minutes)
16-9-98	(1)	10 to 15	10 to 15	76%	6
30-9-98	(2)	10 to 15	10 to 15	23%	6
5-11-98	(3)	10 to 15	10 to 15	75%	6
29-1-99	(1)	10 to 15	10 to 15	73%	8

(1)Bus stop on Tuen Fat Road outside Waldorf Garden

(2)Hung Shui Kiu bus stop

(3)Bus stop on Tuen Mun Road near Tseng Choi Street

**Route 67M**

Survey period: 7.00 a.m. to 9.00 a.m. Direction: to Kowloon

Survey Date	Survey Location	Scheduled Frequency (minutes)	Observed Frequency (minutes)	Average Occupancy on Departure	Passengers' Average Waiting Time (minutes)
16-9-98	(1)	7 to 10	6 to 10	65%	4
5-11-98	(2)	7 to 10	6 to 10	33%	4
23-12-98	(1)	7 to 10	6 to 7	52%	3.5
29-1-99	(1)	7 to 10	6 to 8	69%	3.6

(1)Bus stop on Castle Peak Road near Waldorf Garden

(2)Bus stop on Castle Peak Road outside Brilliant Garden

**Route 67X**

Survey period: 7.00 a.m. to 9.00 a.m. Direction: to Kowloon

Survey Date	Survey Location	Scheduled Frequency (minutes)	Observed Frequency (minutes)	Average Occupancy on Departure	Passengers' Average Waiting Time (minutes)
16-9-98	(1)	9 to 15	9 to 15	58%	6
5-11-98	(2)	9 to 15	9 to 15	33%	6
23-12-98	(1)	9 to 15	9 to 15	48%	6.7
29-1-99	(1)	9 to 15	9 to 15	77%	6.7

(1)Bus stop on Castle Peak Road near Waldorf Garden

(2)Bus stop on Castle Peak Road outside Brilliant Garden

**Route 58M**

Survey period: 7.00 a.m. to 9.00 a.m. Direction: to Kowloon

Survey Date	Survey Location	Scheduled Frequency (minutes)	Observed Frequency (minutes)	Average Occupancy on Departure	Passengers' Average Waiting Time (minutes)
16-9-98	(1)	4 to 8	3 to 5	81%	2.1
23-12-98	(1)	4 to 8	4 to 5	84%	3.2
29-1-99	(1)	4 to 8	3 to 4	79%	3.1

(1)Bus stop on Tuen Fat Road outside Waldorf Garden

**Route 58X**

Survey period: 7.00 a.m. to 9.00 a.m. Direction: to Kowloon

Survey Date	Survey Location	Scheduled Frequency (minutes)	Observed Frequency (minutes)	Average Occupancy on Departure	Passengers' Average Waiting Time (minutes)
16-9-98	(1)	7 to 10	6 to 10	80%	5
23-12-98	(1)	7 to 10	5 to 8	81%	3
29-1-99	(1)	7 to 10	5 to 10	79%	3.6

(1)Bus stop on Tuen Fat Road outside Waldorf Garden