

Minutes of the First Meeting of the
Traffic and Transport Committee
under Eastern District Council

Date : 6 February 2024 (Tuesday)

Time : 2:30 pm

Venue : Eastern District Council Conference Room

Present

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| Mr TING Kong-ho, Eddie, MH | Mr LAM Wing-cheung | Mr CHAN Hoi-wing, Joseph |
| Mr WONG Chi-chung | Ms LIN Cai-ying | Ms TSANG Cheuk-yi |
| Mr YUEN Kin-chung, Kenny | Mr HUNG Chi-kit | Ms CHIK Kit-ling, Elaine |
| MS LI Lee | Mr HUNG Lin-cham, MH, JP | Mr CHENG Chi-sing, MH |
| Ms NG Ching-ching | Mr HUNG Chiu-kwan | Ms LAU Suk-yin |
| Ms LEE Ching-har | Mr LIANG Li | Ms LAU Dana Sing-she |
| Mr HO Ngai-kam, Stanley | Ms CHAN Hang, MH, JP | Mr LAU Hing-yeung, MH (Vice-chairman) |
| Mr LAM Sum-lim, MH | Mr KWOK Ho-king, Calvin (Chairman) | Mr LAI Nuen-san |
| Mr LAM Wing-shing | Mr KWOK Wing-kin | |

In Regular Attendance (Government Representatives)

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| Mr POON Cheuk-hong, Hong | Assistant District Officer (Eastern)2, Eastern District Office |
| Ms NG Yan-mei, Monie | Senior Executive Officer (District Council), Eastern District Office |
| Mr CHAO Ka-man, Stanley | Senior Liaison Officer (1), Eastern District Office |
| Mr CHENG Tsz-hin, Ivan | Project Coordinator/Eastern 1, Transport Department |
| Mr WONG Chi-hung, Philix | Engineer/Eastern 2, Transport Department |
| Ms POON Hoi-yee, Caryl | Engineer/Eastern 3 & General, Transport Department |
| Mr WONG Ping-cheung, William | Senior Transport Officer/Eastern, Transport Department |
| Mr KONG Wai Ho, Alex | District Engineer/North East, Highways Department |
| Mr WONG Leung-yau, Jimmy | Senior Estate Surveyor/Hong Kong East(3), District Lands Office, Hong Kong East, Lands Department |
| Mr WONG Kei-chung | District Operations Officer (Eastern District), Hong Kong Police Force |

In Attendance by Invitation (Representatives from the Government and Organisations)

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| Mr SIU Heung-yin | Project Coordinator/Structure, Highways Department |
| Ms Penny CHUNG | Corporate Communications Manager, Citybus Limited |
| Mr Calvin TSANG | Senior Corporate Communications Officer, Citybus Limited |
| Ms Virgini FUNG | Manager - External Affairs, Mass Transit Railway Corporation Limited |

Secretary

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| Ms NG Sze-chung, May | Executive Officer I (District Council)3, Eastern District Office |
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Opening Remarks

The Chairman welcomed all Members, representatives from the government and organisations to the meeting.

Agenda Item 1. List of Government Representatives in Attendance at Traffic and Transport Committee (TTC) under Eastern District Council
(TTC Paper No. 1/2024)

2. The TTC noted the captioned Paper.

Agenda Item 2. Suggestion for Legalisation Trial of Diagonal Crossing in Eastern District
(TTC Paper No. 2/2024)

3. The Chairman welcomed the representatives of the Transport Department (TD) to the meeting.
4. A Member briefed the meeting on Paper No. 2/2024.
5. The views of Members about the agenda item were summarised as follows:
 - (a) Members generally hoped that the diagonal crossing scheme could be piloted in the Eastern District in the near future.

Action

- (b) Members suggested the department use the busy junctions in North Point, Fortress Hill and Chai Wan for trials in the Eastern District.
- (c) Members reminded the department to pay attention to and repair the damages of the junctions (including uneven road surface and faded road markings) to ensure clear and visible road markings. Members also hoped that the needs of wheelchair users would be taken into account in the design to ensure the safety of all road users.
- (d) From the aesthetic perspective, Members suggested the department take reference from the scramble crossings at Shijingshan in Beijing and Shibuya Station in Tokyo, Japan, with a view to enhancing the pedestrian facilities.
- (e) Members would like the department to strike a balance between the pedestrians' needs and volume of vehicular and pedestrian flows at the junction to avoid serious impact on the overall traffic. Members also pointed out that the department had to note that buses could turn left from Kam Hong Street to King's Road eastbound with a different movement direction from other vehicles at present if the junction of Java Road and Kam Hong Street was to be trialed as a "diagonal crossing".
- (f) Members considered that the whole assessment process would be too lengthy if the department would only review the effectiveness of the pilot scheme with an observation period of six to nine months after the implementation before examining the extension to other districts. Members asked the department to consider the actual needs and expectations of the public and conduct site visits at the suggested junctions as soon as possible to study their feasibility for trials.
- (g) Members suggested the department provide relevant information (e.g. proposed locations, project costs, implementation timetable, etc.) to the TTC and conduct consultation upon further progress of the scheme before the implementation.

6. The representatives of the departments noted Members' views and suggestions, and responded to their views as follows:

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TD

- (a) The trial schemes in Sha Tin and Tsim Sha Tsui were launched in late January and mid-January 2024 respectively, both with an observation period of six to nine months. The TD noted the trial locations in the Eastern District suggested by Members, and would carefully consider the views of pedestrians and drivers on the new facilities, collate relevant statistics and review the effectiveness of the scheme after the observation period before considering whether to extend the scheme to other districts such as the Eastern District.

Eastern District Office (EDO)

- (b) Members might attend site visits to the suggested trial locations with the departments during the observation period to provide appropriate advice through in-depth understanding of the characteristics of the crossings.

TD

- 7. The TTC agreed to follow up on the agenda item upon further progress.

(Post-meeting note: The Secretariat sent an email to the TD on 27 March 2024 asking the TD to notify the Secretariat timely about further arrangements for site visits for passing the information to the TTC.)

Agenda Item 3. Progress Report of Matters Arising from Previous TTC Meetings under Eastern District Council

(TTC Paper No. 3/2024)

- (i) ***“(1) Request for Escalator Installation at Exit A3 of MTR Shau Kei Wan Station***
 - (2) Request for Provision of Air-conditioning at the Concourse of MTR Chai Wan Station/Request for the Installation of Central Air-conditioning System at Chai Wan MTR Station”***

- 8. The views of Members about agenda item (1) were summarised as follows:

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- (a) Members were glad to see that the long-time plea for an escalator was now nearing completion. They urged the MTR Corporation Limited (MTRCL) to monitor the works progress closely to ensure its completion in the second quarter of 2024 as scheduled, and even better if ahead of schedule.
 - (b) Members reminded the MTRCL to provide appropriate directional and exit signs to guide the public to their destinations effectively.
 - (c) Members would also like the MTRCL to consider providing additional lifts at the MTR Taikoo Station.
9. The representative of the MTRCL noted Members' views and suggestions, and remarked that the MTRCL would continue to follow up proactively on the remaining works and strive to complete them as scheduled.
10. The views of Members about agenda item (2) were summarised as follows:
- (a) Members were disappointed with the MTRCL's lack of progress on the request made years ago for installation of central air-conditioning at Chai Wan and Heng Fa Chuen Stations. They would like the MTRCL to respond to the residents' demand proactively.
 - (b) Members would like the MTRCL to provide the TTC with objective data on station temperature, such as considering conducting a thermal quantitative sensory testing, for a more accurate assessment on the passengers' apparent temperature.
 - (c) Members opined that the spot coolers provided at present failed to lower the temperature. They would like the MTRCL to study the actual effectiveness, step up cleaning and regular maintenance, and enhance the equipment in a timely manner to minimise the waste of resources.
11. The representatives of the organisation and department noted Members' views and suggestions, and responded to their views as follows:

MTRCL

- (a) The MTRCL understood the residents' demand for installing central air-conditioning at Chai Wan Station. However, since the station was built

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in the early days and had adopted an open design with natural ventilation, it would affect the daily operation of the station if installing air-conditioning at the operating station now as electricity load would be unavoidably involved and the technical difficulties such as lack of space could hardly be resolved.

- (b) The MTRCL had tried to study different options but none of them was feasible. Therefore, The MTRCL could only make use of spot cooling and provide electric fans and spot coolers at the concourse and platform for ventilation enhancement and station temperature reduction. The MTRCL would continue the regular maintenance and cleaning of the equipment to ensure a smooth operation of the ventilation system.

TD

- (c) The TD was pleased to provide traffic-related views for the MTR works project.

TD/MTRCL

- 12. The TTC agreed to follow up on the agenda items upon further progress.

(ii) ***“‘Universal Accessibility’ Programme - ‘Special Scheme’***

- (1) ***(FW01: Elevated walkway across Fei Tsui Road connecting Fung Ha Road in Fung Wah Estate; WT02: Footbridge across Fu Tsui Street connecting Yat Tsui House podium and Wan Tsui Shopping Centre; YT01: Footbridge across Yiu Hing Road near Ngan Chun House of Tung Chun Court and Yiu Tung Shopping Centre)***
- (2) ***Strong Request for Provision of Accessible Lifts at Footbridges (Structure Nos. HF89 and HF89A) Connecting Open Space off 993 King’s Road (Tak Lee Building, Wai Lee Building and Po Lee Building) and Quarry Bay Market”***

- 13. Members were pleased about the commencement of the works contract, and their views about the agenda items were summarised as follows:

- (a) In view of the relatively lengthy ground investigation, Members were concerned that the works would be delayed and eventually could not be completed in mid-2026 as scheduled. Therefore, Members would like the department to step up efforts in overseeing the progress to respond to the residents’ pressing demand for the facilities.

Action

- (b) Members suggested the department report the progress to the TTC in a timely manner.

14. The representative of the Highways Department (HyD) noted Members' views and suggestions, as well as the keen public demand for the facilities. However, unforeseen underground utilities would inevitably be encountered during ground investigation and impede the works. Therefore, it might require more time for handling and seeking solutions. Nevertheless, the HyD would continue to closely monitor the project progress and timely report the specific completion timetable to the TTC.

HyD

15. The agenda items would be followed up on upon further progress.

(iii) ***“(1) Concern over Noise Pollution by Speeding Vehicles at Island Eastern Corridor Request for Review on Effectiveness of Speed Detection and Prosecution***

(2) Requesting the Launching of Average Speed Assessment at Viable Road Sections in the Eastern District”

16. The views and enquiries of Members about the agenda items were summarised as follows:

- (a) Members opined that despite the use of laser guns for speed enforcement by the Hong Kong Police Force (HKPF) along Chai Wan section of Island Eastern Corridor (IEC), there were still speeding vehicles on the section from time to time. Therefore, Members would like the departments concerned to proactively study the introduction of average speed camera system to further combat and curb speeding behaviour.
- (b) Members enquired about the operating principles of the average speed assessment (ASA) and suggested the department enhance public awareness of the ASA through publicity and education. They would also like the department to finalise the timetable for the implementation of the trial scheme in IEC as soon as possible.

17. The representatives of the departments noted Members' views and suggestions, and responded to their views and enquiries as follows:

Action

HKPF

- (a) The implementation of the ASA scheme in IEC was still at the design stage.

TD

- (b) Two detection points would be set up at a road section under the ASA system. The device would record the travelling time and related information when the vehicle passed by between the two detection points, and determine whether it exceeded the speed limit by calculating the average speed.
- (c) The TD was discussing with the HKPF on the details of the system application at the above road sections by making reference to the field trial findings in Tsuen Wan and West Kowloon at the current stage for facilitating law enforcement in the future.
- (d) The TD would maintain liaison with the HKPF and timely report to the TTC via the Secretariat upon availability of further information.

HKPF/TD

- 18. The agenda items would be followed up on upon further progress.
- (iv) ***“(1) Requesting the Bus Companies to Launch More Routes Connecting the Eastern District to West Kowloon Station of the Guangzhou-Shenzhen-Hong Kong Express Rail Link***
(2) Request for Launching a New Overnight Bus Route Connecting East Kowloon to Island East
(3) Requesting the NWFB to Review the New Routing and Fare Level of Bus Route No. 25”
- 19. The TTC noted the written reply of the Kowloon Motor Bus Company (1933) Limited (KMB).
- 20. The views of Members about agenda item (1) were summarised as follows:
 - (a) It was very inconvenient for the Eastern District residents who could

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only take cross harbour tunnel bus Route No. 110 (Shau Kei Wan - Tsim Sha Tsui (Mody Road)) to Canton Road and then walk to the West Kowloon High Speed Rail (HSR) Station at present. Moreover, the service schedules of Route No. 110 and HSR could seldom fit each other. Therefore, Members would like the TD and bus company to study the resumption of Citybus Route No. W1 (Admiralty (West) - West Kowloon HSR Station) or introduction of express bus routes to meet the growing service demand.

- (b) The Cross Harbour Tunnel was seriously congested during peak hours. Members would like the TD to consider the provision of an additional express bus route to the West Kowloon HSR Station via the Western Harbour Crossing, and further suggested its extension to Sham Shui Po to provide passengers with more choices in terms of destinations while bringing about economic benefits to the bus companies.
- (c) Members suggested enhancing the frequency on a trial basis to gain an understanding of the actual demand before conducting a review.
- (d) Members opined that the suggested enhancement of bus services between the Eastern District and the West Kowloon HSR Station could complement with the Government's promotion of the development of arts and culture in the West Kowloon District, which would facilitate the support and participation in cultural activities by Eastern District residents in person.

21. The representatives of the departments and organisations noted Members' views and suggestions, and remarked that the suggestions on the service enhancement of Route No. 110 would be studied. The representative of the Citybus Limited (Citybus) responded that suggestions such as introducing new services or adjusting the frequency of existing routes would be considered subject to the patronage of the bus route and the resources of the fleet and bus captains.

TD/Citybus/KMB

22. After discussion, agenda items (1) and (2) would be followed up on upon further progress. The TTC agreed to cease following up on agenda item (3).

- (v) ***“(1) Strong Request for More Car Parks for Large Vehicles in the Eastern District***

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- (2) Urging the Government to Build Multi-storey Car Parks or Allocate More Sites for Parking***
- (3) Strong Request for Multi-storey Car Parks in the Eastern District***
- (4) Requesting the Government to Investigate the Total Number of Shortfall in Parking Spaces in the Eastern District to Facilitate the Formulation and Planning of Policies on Car Parks and Parking Spaces in the Eastern District***
- (5) Replanning of Parking Spaces in Eastern District”***

23. The TTC noted the written replies of the bureau and departments.

24. The views and enquiries of Members about the agenda items were summarised as follows:

- (a) Members would like the bureau and departments concerned to consider providing additional on-street parking spaces in areas with higher demand (such as Braemar Hill and Siu Sai Wan) so as to ameliorate illegal parking due to the insufficiency of motorcycle parking spaces in the district.
- (b) Members would like the department to closely monitor the works progress of the planned car parking facilities and projects to ensure their scheduled completion.
- (c) Members enquired whether the new public car parks had adopted advanced automated parking systems, such as the use of cylinder-vertical-lifting design, and whether they were equipped with electric vehicle (EV) charging facilities.
- (d) Members would like the government to explore new planning strategies for even distribution of resources and identify suitable idle sites in unplanned land in the district (such as North Point and Quarry Bay), with a view to formulating short- to long-term measures to cope with the escalating demand.
- (e) Members would like the government to take into account the parking needs of minibuses and large vehicles as well at the planning and design stages.

Action

- (f) In view of the frequent illegal parking of coaches on Java Road in North Point, Members suggested the department study the “shared parking” concept and negotiate with the large private housing estates in the vicinity on the provision of parking spaces for coaches to alleviate the traffic congestion caused by illegal parking.
- (g) Members suggested the department consider liaising with schools in the district to allow nanny vans to park inside the schools in the evenings to ameliorate illegal roadside parking.

25. The representatives of the departments noted Members’ views and suggestions, and responded to their views and enquiries as follows:

TD

- (a) The government’s policy in the provision of parking spaces was to accord priority to considering and meeting the parking demand of commercial vehicles, and to provide an appropriate number of private car parking spaces if the overall development permitted, but at the same time not to encourage frequent users of public transport to opt for PCs in lieu of public transport so as to avoid aggravating the burden on road traffic.
- (b) The TD would closely monitor the parking needs and take forward various measures to increase the supply of parking spaces, including providing additional on-street parking spaces at suitable locations for private cars, motorcycles and commercial vehicles while ensuring that traffic flow and road safety would not be compromised. The TD would also provide more car parks for public use in suitable “Government, Institution or Community” facilities and public open space projects in accordance with the principle of “single site, multiple use”. New development projects were required to provide different types of parking spaces in accordance with the parking standards in the Hong Kong Planning Standards and Guidelines.
- (c) As regards motorcycle parking spaces, the TD would also increase the number of parking spaces at suitable locations where circumstances

Action

permitted. The TD would timely consult Members on plans to provide additional motorcycle parking spaces at various locations in the district.

- (d) The TD was proactively taking forward the automated parking system (APS) projects. The proposed public car park at the joint-user complex at the junction of Shing Tai Road and Sheung Mau Street in Chai Wan would also adopt APS.
- (e) The progress of the projects with planned public car parks in the Eastern District were as follows:
 - (i) According to the Architectural Services Department, the Water Supplies Department Headquarters with Hong Kong and Islands Regional Office and Correctional Services Department Headquarters Building in Chai Wan was expected to be completed in 2025 (supplementary information on the EV charging facilities would be provided to the TTC via the Secretariat after the meeting);
 - (ii) The joint-user complex project at the junction of Shing Tai Road and Sheung Mau Street in Chai Wan would seek funding from the Legislative Council and commence the works upon funding approval with the construction period of about four years; and
 - (iii) According to the information of the departments concerned, the public housing development at A Kung Ngam Road was at the planning stage and expected to be completed in 2028/29.

(Post-meeting note: The Secretariat passed the TD's supplementary information for the TTC's reference on 25 March 2024.)

District Lands Office, Hong Kong East (DLO)

- (f) The DLO would co-operate with the Planning Department (PlanD) and TD as far as possible upon further planning schemes from them.

EDO

- (g) It was believed that the Transport and Logistics Bureau (TLB) and Education Bureau (EDB) would continue to explore the feasibility of allowing school buses to park in school car parks or playgrounds at

Action

night. The EDO would timely enquire of the relevant departments about the latest development.

TLB/TD/DLO/
PlanD/HKPF

26. The agenda items would be followed up on upon further progress.

(vi) ***“Request for Setting-up of Inter-departmental Working Group for Detailed Planning of Tong Shui Road Footbridge”***

27. The representative of the HyD supplemented that the footbridge removal had been completed in August 2023 and the remaining bridge structure had been demolished on 27 January 2024 while the reprovisioning of the permanent tram terminus would commence thereafter.

TD/HyD/EDO/
Buildings
Department

28. The agenda item would be followed up on upon further progress.

(vii) ***“Request for Improvement to Traffic Congestion in Braemar Hill before and after School”***

29. The views of Members about the agenda item were summarised as follows:

- (a) The traffic problem in Braemar Hill had been substantially improved, but long traffic queues during the peak hours before and after school recurred as some parents failed to comply with the “School Bus Only” measure strictly. Therefore, Members would like the TD to continue to monitor the traffic flow while the HKPF pay more attention to the frequent double parking by private cars on Braemar Hill Road near Braemar Hill Mansions in order to avoid increasing the risk of head-on collisions between vehicles.
- (b) Some residents were concerned that the traffic queues would obstruct the access of emergency vehicles if there were traffic accidents on Braemar Hill Road, which might lead to disastrous consequences. Therefore, Members would like the departments to emphasise the severity of the problem to the schools again.

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30. The representatives of the departments noted Members' views and suggestions, and responded to their views as follows:

TD

- (a) The TD had been maintaining close liaison with the EDB, HKPF and the schools in the district. The TD and HKPF had met with one of the international schools before the commencement of the current school year to emphasise the importance of adopting the "School Bus Only" policy. The school was also reminded to promote the use of school buses to its students and the less use of private cars to alleviate the road congestion.
- (b) The TD conducted regular traffic surveys in the Braemar Hill area. According to the findings of the survey conducted in January 2024, the current traffic situation before and after school in Braemar Hill was similar to that of the earlier survey. The TD would continue to closely monitor the traffic situation there and timely assess the effectiveness of the "School Bus Only" policy and related measures.

HKPF

- (c) The HKPF deployed manpower originally reserved for emergencies to assist in diverting traffic before and after school every day. However, it was impossible to further enhance control and enforcement in accordance with the Road Traffic Ordinance (Cap. 374) of the Laws of Hong Kong due to the terms and conditions of the relevant contract signed between the school and school bus company. The HKPF would continue to study with the TD for short-, medium- and long-term improvement options, including the enhancement of the road design.
- (d) The HKPF and TD would closely monitor the problem of double parking next to Braemar Hill Mansions and carefully consider the need to install additional railings to curb illegal parking.

EDB/TD/HKPF

31. The agenda item would be followed up on upon further progress.

Action

(viii) “Concern over Potential Traffic Hazard at Slopes in Fortress Hill Road and Other Places in the Eastern District”

32. The views and enquiries of Members about the agenda item were summarised as follows:

- (a) According to the HKPF’s statistics, a total of 23 traffic accidents involving steep road were recorded in the Eastern District from May to December 2023 with 16 cases in the vicinity of Braemar Hill area, accounting for a considerably high proportion. Therefore, Members enquired whether the TD and HKPF would study the frequent occurrence of traffic accidents at the relevant road sections and compile a list of traffic accident blackspots. They would also like the departments to provide details of the traffic accidents as well as specific improvement measures.
- (b) Members enquired of the departments about the plans to reduce the risk of traffic accidents on the steep roads on Kai Yuen Street and Tin Hau Temple Road in North Point in view of the serious traffic accidents in the past.

33. The representatives of the departments noted Members’ views and suggestions, and responded to their views and enquiries as follows:

HKPF

- (a) The Road Safety Office and Enforcement and Control Division of the Traffic Hong Kong Island, Hong Kong Island Regional Headquarters and the Eastern Police District would provide traffic accident statistics and improvement proposals to the TD for study and improvement of road design.

TD

- (b) The TD would continue to pay attention to the traffic safety in the district, review the HKPF’s statistics and explore improvement measures where necessary to enhance road safety.

Action

TD/HKPF

34. The agenda item would be followed up on upon further progress.

(ix) ***“Request for Enhanced Enforcement against Illegal Parking in Shing Tai Road in Heng Fa Chuen”***

35. The views of Members about the agenda item were summarised as follows:

- (a) Members would like the HKPF to deploy manpower for targeted enforcement actions according to the time-slot to curb vehicles from frequent cutting the double white lines indiscriminately at the road section as far as possible.
- (b) Members would like the HKPF to step up enforcement action between 8 and 11 am to combat illegal parking by large vehicles in view of serious illegal parking situations as shown by the statistics.

36. The representative of the HKPF noted Members’ views.

HKPF

37. After discussion, the agenda item would be followed up on upon further progress.

(x) ***“Request for Frequency Improvement for Cityflyer Route No. A12”***

38. The representative of the Citybus supplemented that the service of Route No. A12 had been enhanced again in January, with a 30-minute headway during daytime at present. Meanwhile, the Citybus understood Members’ concern about the frequency arrangement during festive holidays, and had therefore reserved reserve buses on those days to deploy and enhance the services of various Cityflyer routes (including Route No. A12) where necessary.

39. The representative of the TD supplemented that the Citybus had made adjustment to Route No. A12 on 22 January in response to the passenger demand. The TD had been monitoring the service situation of the bus route and understood that there was a difference between the service level at present and that of the pre-epidemic period. The TD and the bus company would conduct timely review in accordance with the actual passenger demand to provide the public with appropriate and quality bus services.

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40. The views of Members about the agenda item were summarised as follows:
- (a) Members would like the Citybus to improve the frequency during festive holidays to enhance its service level and ameliorate the situation of lost trips after long holidays. The problem was particularly serious in the early hours of the morning, resulting in a waiting time of one hour or more.
 - (b) Route No. A12 had a convoluted route with a journey time of more than 100 minutes and more than 30 stops. It might even take as long as two to three hours in case of traffic congestion. Therefore, Members would like the Citybus to optimise the service coverage of Route No. A12 to avoid overlapping with other bus routes for a shorter journey time.
 - (c) Route No. A12 (Siu Sai Wan bound) was often full when calling at the Hong Kong-Zhuhai-Macao Bridge Hong Kong Boundary Crossing Facilities (HKBCF) Station. Passengers had to stand for more than an hour before reaching the terminus even if they could manage to get on the bus. Therefore, Members suggested that Route No. A12 could draw reference to the strategy adopted by the HSR in those years by first providing the service to attract passengers with a view to increasing revenue and facilitating business growth. More economic benefits could be brought about if the Citybus could take a more proactive and strategic approach in reviewing and enhancing the existing services of Route No. A12.
41. The representative of the Citybus noted Members' views and suggestions, and responded to their views as follows:
- (a) Since the relaxation of immigration restrictions at the end of 2022, the Citybus had enhanced the service of Route No. A12 on a number of occasions. The most recent enhancement was in January the current year with most of the daytime services enhanced to 30-minute headway. The service density had now resumed to the pre-epidemic level.
 - (b) The operational statistics showed that the recent service level could generally meet passenger demand. However, the Citybus understood

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that the demand of the Eastern District residents had increased after the provision of an additional stop at the HKBCF Station by Route No. A12. Therefore, the Citybus would timely discuss with the TD the enhancement of the bus services in response to the demand for travelling to other cities (including Zhuhai and Macao) in the Greater Bay Area via the Hong Kong-Zhuhai-Macao Bridge.

- (c) The Citybus would also arrange reserve buses to stand by at the airport or HKBCF Station during long holidays or weekends at present, including the nighttime peak hours for inbound passengers, for appropriate deployment at any time to divert passengers effectively. The Citybus would continue to timely enhance its services to the airport and HKBCF Station from the urban areas in response to demand.
- (d) The Citybus started using the Central-Wan Chai Bypass in February last year to streamline Route No. A12 and save journey time, and would continue to explore ways to shorten the journey time by not running via Western District.

TD/Citybus

- 42. The agenda item would be followed up on upon further progress.

Agenda Item 4. Any Other Business

- 43. There was no other discussion item for the TTC.

Agenda Item 5. Date of Next Meeting

- 44. The second TTC meeting would be held at 2:30 pm on 16 April 2024 (Tuesday).

- 45. The meeting ended at 4:35 pm.

Eastern District Council Secretariat
April 2024