

(Translation)

Minutes of the 8th Meeting of the Traffic and Transport Committee
7th Term of Wan Chai District Council
Hong Kong Special Administrative Region

Date: 8 April 2025 (Tuesday)

Time: 3:00 p.m.

Venue: District Council Conference Room, Wan Chai District Office,
21/F Southorn Centre, 130 Hennessy Road, Hong Kong

Present

Arrival

Departure

Chairman

Mr LAM Wai-kong, MH

3:00 p.m.

4:18 p.m.

Vice-Chairman

Mr SUN Tao-hung, Stanley, JP

3:00 p.m.

4:18 p.m.

Members

Mr NG Chak-sum, Sam

3:00 p.m.

4:18 p.m.

Mr LEE Man-lung, Joey, MH

3:00 p.m.

4:18 p.m.

Ms LEE Pik-ye, Peggy, MH

3:00 p.m.

4:18 p.m.

Mr LAM Wai-man, Anson

3:12 p.m.

4:18 p.m.

Dr CHOW Kam-wai, BBS, MH

3:00 p.m.

4:18 p.m.

Ms MOK Ruby

3:00 p.m.

4:18 p.m.

Mr MUK Ka-chun

3:00 p.m.

4:18 p.m.

Co-opted Member(s)

Mr WONG Chau-hing

3:00 p.m.

4:18 p.m.

Representatives of Core Government Departments

Mr CHEUNG Ho-yat, Steven

Assistant District Officer (Wan Chai), Home Affairs
Department

Mr AU YEUNG Leung	Officer-in-charge, District Traffic Team (Wan Chai), Hong Kong Police Force
Mr TAM Yiu-wah	Second Officer-in-charge, District Traffic Team (Eastern District), Hong Kong Police Force
Ms DENG Shinuo	District Engineer/Wan Chai, Highways Department
Miss TANG Ka-yuet, Annie	Engineer/Wan Chai 1, Transport Department
Mr CHAN Quan-wai, Aaron	Engineer/Wan Chai 2, Transport Department
Mr WONG Chun-man, Edmond	Engineer/Wan Chai 3, Transport Department
Mr WONG Pak-lim	Engineer/Special Duties, Transport Department
Miss LEUNG Hoi-Kei, Christina	Senior Transport Officer/Wan Chai, Transport Department
Ms TSANG Wai-yee, Olivia	Senior Estate Surveyor/Land Supply 6 (Land Supply Section)
Ms CHENG Siu-ping, Jessica	Principal Estate Officer/Land Control and Lease Enforcement (District Lands Office, Hong Kong East), Lands Department

Representatives of Transport Department and Bus Companies (Attending for Agenda Item 5)

Mr YEUNG Lau-kong, Ali	Senior Transport Officer/Bus/Hong Kong 2, Transport Department
Miss LAU Hing-man, Icy	Transport Officer/Bus/Hong Kong 2, Transport Department
Mr Daniel KWOK	Operations Manager (HK Island), Citybus Limited

Mr Calvin WONG	Manager (Planning), Citybus Limited
Mr Calvin TSANG	Senior Corporate Communications Manager, Citybus Limited
Mr Perter WONG	Planning Officer, Citybus Limited
Mr Eric CHAN	Assistant Manager (Operations), Kowloon Motor Bus Company (1933) Limited
Mr Karl HUEN	Assistant Manager (Public Affairs), Kowloon Motor Bus Company (1933) Limited
Mr Eric LEE	Officer (Operations Support), Kowloon Motor Bus Company (1933) Limited

Secretary

Miss YAU Tim-yi, Chloe	Executive Officer (District Council)4/Wan Chai, Home Affairs Department
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Opening Remarks

The Chairman welcomed members and representatives of government departments to the 8th meeting of the Traffic and Transport Committee (TTC) of the 7th term Wan Chai District Council (WCDC).

Item 1: Confirmation of the Minutes of the 7th Meeting of TTC of WCDC

2. The Chairman said that the Secretariat had received no proposed amendments from members before the meeting.
3. With a motion moved by Mr Joey LEE and seconded by Ms MOK Ruby, the minutes of the 7th meeting were confirmed.

Item 2: Summary of Temporary Traffic and Transport Arrangements in Wan Chai District
(TTC Paper No. 6/2025)

4. Miss Christina LEUNG, Senior Transport Officer/Wan Chai of Transport Department (TD), briefed members on TTC Paper No. 6/2025.

5. Members raised no questions. The Chairman invited members to note the above paper.

Item 3: Major Small-scale Traffic Improvement Works Completed, Underway or being Planned in Wan Chai District by Transport Department/ Highways Department in the Past Two Months and their Schedules
(TTC Paper No. 7/2025)

6. Mr Edmond WONG, Engineer/Wan Chai 3 of TD and Ms DENG Shinuo, District Engineer/Wan Chai of the Highways Department (HyD), briefed members on TTC Paper No. 7/2025.

7. Members raised no questions. The Chairman invited members to note the above paper.

Item 4: Summary of Traffic and Transport Works in Wan Chai District
(TTC Paper No. 8/2025)

8. Ms DENG Shinuo, District Engineer/Wan Chai of HyD, briefed members on TTC Paper No. 8/2025.

9. Members raised no questions. The Chairman invited members to note the above paper.

Item 5: Bus Route Planning Programme 2025-2026 of Wan Chai District
(TTC Paper No. 9/2025)

10. The Chairman welcomed the following persons to the meeting:

8th Meeting of TTC

Transport Department

Mr YEUNG Lau-kong, Ali	Senior Transport Officer/Bus/Hong Kong 2
Miss LAU Hing-man, Icy	Transport Officer/Bus/Hong Kong 2

Citybus Limited

Mr Daniel KWOK	Operations Manager (HK Islands)
Mr Calvin WONG	Manager (Planning)
Mr Calvin TSANG	Senior Corporate Communications Manager
Mr Peter WONG	Planning Officer

Kowloon Motor Bus Company (1933) Limited

Mr Eric CHAN	Assistant Manager (Operations)
Mr Karl HUEN	Assistant Manager (Public Affairs)
Mr Eric LEE	Officer (Operations Support)

11. Mr Ali YEUNG, Senior Transport Officer/Bus/Hong Kong 2 of TD, reported to TTC on the Bus Route Planning Programme 2025-2026 of Wan Chai District and invited members to give comments on the Programme.

12. Members' questions were summarised below:

- (i) The route of Citybus Route 1 was earlier shortened from the original terminus in Kennedy Town to Central (Macau Ferry Terminal), and some members of the public considered that the ultimate purpose of extending Route 1M to terminate in Central (Macau Ferry Terminal) was to cancel the service of Route 1. In this connection, members enquired about the reasons why the route of Route 1M was extended, say, whether there were any considerations based on figures reflecting its low patronage;
- (ii) The existing bus routes running via Happy Valley, like Route 1, had serious lost trip problem. Route 1M had a relatively shorter journey distance and fewer foreseeable traffic problems than other bus routes, and its service was considerably stable. Members enquired whether the bus company would take corresponding measures to ensure the service stability if the route was to be extended to terminate at Central (Macau Ferry Terminal);
- (iii) Many residents reflected that they still had the need to travel to Western

District and they hoped that Route 1 would resume its service running via Kennedy Town. Although Citybus had introduced a new free concession for interchanging to Route 5B and Route 10 to Mount Davis or Kennedy Town in response to the service rationalisation of Route 1, the travelling time increased by 20 to 30 minutes as a result of the interchange. Therefore, members requested Citybus to ensure that the arrival time of Route 5B and Route 10 at the interchange could correspond with the arrival time of Route 1 so as to reduce passengers' waiting time;

- (iv) In light of the longer waiting time for Route 1 at present and the overlapping of routes of Route 1M and Route 1 plying between Wan Chai and Central, coupled with serious congestion along the said road sections, members were concerned that extension of Route 1M would increase the waiting time for the two bus routes;
- (v) Noting that the fares for Route 1M and Route 1 per single journey were \$7.5 and \$4.8 respectively, members enquired whether the fares for the two routes would be aligned at \$4.8 in the future; or whether section fare would be introduced to Route 1M for the section to and from Wan Chai and Happy Valley so that the fares for the two routes would be the same for this section, thereby diverting passengers to Route 1M;
- (vi) Traffic congestion frequently occurred on Causeway Road. The seriousness of lost trip situation for Route 18 might be aggravated if its North Point bound route to King's Road was to be diverted via Causeway Road instead of Wing Hing Street. Members enquired whether the low occupancy rate of the original route via Wing Hing Street was the reason for the diversion via Causeway Road;
- (vii) Some trips of Route 980X were extended to terminate from Wu Kai Sha Station to Shap Sze Heung, leading to an increase of 10 minutes in journey time. Members enquired whether the bus company would maintain the service frequency or increase the number of buses after the route extension, and whether the departure time would be adjusted if the frequency was to be maintained;
- (viii) Whether the bus company would incorporate the special departures of Route 104, which were proposed to be cancelled, into regular service;

- (ix) In view of the low average occupancy rate of Route 905 plying the section between Central and Exhibition Centre Station, TD and the bus companies suggested to shorten the route and change the terminus to Central (Man Kat Street). However, members noted that there were quite many passengers boarding at Central Station for Wan Chai, they enquired why this section of route had to be cancelled, and requested TD and the bus companies to provide the occupancy rate of the road section proposed to be cancelled;
- (x) Passengers travelling on Route 8X departed from Happy Valley for Taikoo Shing might interchange to other bus routes at Victoria Park, but free concession was only offered for interchanging to Route 2A. It was therefore proposed that interchange concessions should also be provided for other bus routes heading for Taikoo Shing, such as Route 2X and Route 77;
- (xi) Members enquired whether TD and the bus companies had formulated corresponding measures, such as increasing or reducing the frequency of services and the number of buses, to enhance the stability of bus trips in response to the service rationalisation under the Bus Route Planning Programme 2025-2026 of Wan Chai District;
- (xii) Members enquired how the bus companies would inform passengers of the travelling arrangements after service rationalisation;
- (xiii) Whether there were any cases of so-called “phantom buses” on bus routes in the district. For example, certain bus trips were shown on the mobile applications of bus companies or display panels at bus stops, but actually there were no buses coming for the scheduled trips. Members enquired whether the trips of “phantom buses” had been deducted in calculating the occupancy rate;
- (xiv) How the bus companies calculated the occupancy rate when two buses departed at the same time;
- (xv) Some bus routes in the district were found to have lost trips during peak hours, and such scheduled but lost trips during peak hours were subsequently compensated in off-peak periods. Members requested TD to provide the performance pledges of bus routes in the district and specific details on any lost trips in the next meeting; and

- (xvi) On the whole, members asked whether there was room for bus companies to provide additional interchange concessions and apply section fares under this Bus Route Planning Programme 2025-2026 of Wan Chai District.

13. Mr Ali YEUNG, Senior Transport Officer/Bus/Hong Kong 2 of TD, gave a consolidated response as follows:

- (i) The main purpose of extending Route 1M to terminate at Central (Macau Ferry Terminal) was not to cancel the service of Route 1, but to provide the residents of Happy Valley and Wong Nai Chung Gap Road with an alternative to travel to Central and Sheung Wan faster;
- (ii) In view of the extension of Route 1M, the number of buses would be accordingly increased from 5 to 7 so as to maintain the existing service frequency;
- (iii) Members' request to ensure that the arrival time of Route 1 at interchange could correspond with that of Route 10 and Route 5B was noted. The bus company was currently reviewing the timetables of the said bus routes to ensure that they could tie in with the new interchange arrangements;
- (iv) The proposed alteration to Route 18 covered two changes. Firstly, it would no longer run via the busy section of Des Voeux Road West in proximity of Centre Street, which would help save the journey time. Secondly, it was diverted to run via Causeway Road to provide a more direct bus service for passengers travelling to the centre of Causeway Bay. As a result, with the above two changes offsetting each other, the journey time of Route 18 would not differ too much from the existing one;
- (v) It was currently proposed to designate some trips of Route 980X as special trips, of which the terminus was extended from Wu Kai Sha to Shap Sze Heung. Of the existing 10 trips departing from Wu Kai Sha, 4 trips would be converted to special trips departing from Shap Sze Heung; and of the existing 8 trips from Admiralty to Wu Kai Sha, 4 trips would be converted to special trips terminating at Shap Sze Heung. After assessment, the number of buses remained unchanged;

- (vi) The Government had always been encouraging franchised bus companies to offer more fare concessions to passengers to alleviate the burden of travelling expenses on the public as long as their operating conditions and socio-economic circumstances permitted, while ensuring that appropriate and efficient public transport services could be maintained. However, in line with the spirit of free enterprise, the provision of fare concessions remained a commercial decision of individual public transport service operators. TD noted members' suggestions about providing more interchange concessions to Taikoo Shing for Route 8X and introducing section fare for Route 1;
- (vii) TD would supplement the overall changes in the number of buses, the performance pledges of bus routes in the district and the lost-trip situation in light of the Bus Route Planning Programme after the meeting; and
- (viii) TD calculated the lost trip rate by comparing the frequency of trips in the timetable of the Schedule of Service with the actual trips made. The bus companies would calculate the occupancy rate based on the actual patronage and would not regard trips which had not been made as trips made.

[Post-meeting note: TD provided supplementary information on 13 May 2025 in response to members' enquiries raised in the meeting (at **Annex**).]

14. Mr Calvin WONG, Manager (Planning) of Citybus Limited, gave a consolidated response as follows:

- (i) For Route 1M, since approximately 30% to 40% of passengers were residents of Happy Valley travelling to Admiralty and Central, Citybus proposed to TD to extend the route to terminate at Central (Macau Ferry Terminal), providing residents of Happy Valley with another option to travel to Central faster. The service of Route 1 would remain unchanged;
- (ii) After the extension of Route 1M to Central (Macau Ferry Terminal), it would run via the northern part of Wan Chai, i.e. sections such as Gloucester Road, shortening the journey time by 5 minutes compared with Route 1. The number of buses for Route 1M would also be increased from 5 to 7 to maintain the service standard;

- (iii) As stated by the representative of TD, the overall journey time of Route 18 would not differ significantly under the two proposed changes which offset each other in terms of journey time. The purpose of the two proposed changes was to provide residents of Western District with a faster journey to Causeway Bay. Citybus was aware of the concerns raised by members over the potential aggravation of traffic congestion in Causeway Road after service adjustments and would closely monitor the situation upon implementation of the adjustments;
- (iv) Our Operations Department would closely monitor the operation of all bus routes including Route 980X. In the event of an incident, Citybus would contact the control centre to make timely adjustments to the bus services to meet passengers' demands;
- (v) Over 85% of passengers on Route 905 travelled between Kowloon and Central and Sheung Wan, leaving the average occupancy rate for the section of the route between the Convention and Exhibition Centre and Central consistently low at single-digit percentage only. To tie in with the proposed route modification, new concessions would be introduced for affected passengers on Route 905 to interchange to routes including Routes 1, 5B and 914;
- (vi) Regarding the interchange concessions for Route 8X, passengers could not only interchange free of charge to Route 2A but also transfer free to Route 2 and Route 81 to Taikoo Shing. The interchange point was Victoria Park. Please visit the Citybus website for details;
- (vii) In response to extension of some routes, the overall number of buses would be changed. Taking Route 1M as an example, two more buses would be added to ensure the stability of service frequency. As for other routes of concern to members, such as Routes 18 and 980X, Citybus would closely monitor the passengers' demand and service frequency after the changes, and would adjust resource allocation and bus numbers as necessary to address changes in passengers' demand;
- (viii) Citybus updated routes information on its mobile application and posted notices at affected bus stops to remind passengers of route changes;

- (ix) It was clarified that there were no cases of “phantom buses”, and that only actual departures were counted in calculating the occupancy rate;
- (x) Buses failing to arrive at bus stops according to the time displayed in the app might be due to malfunction in the bus stop announcement system. Members facing similar situation might provide them with relevant information for investigation after the meeting; and
- (xi) It was the commitment of Citybus to provide services according to the departure time listed on the bus schedules. DC Members and the public were appealed to notify the bus companies of any individual cases of lost trips. Factors such as road conditions, unexpected absence of drivers and bus breakdowns might affect the punctuality of services. Citybus would conduct an in-depth investigation into each case, take appropriate corresponding improvement measures and explain the reasons to the public.

15. Mr Karl HUEN, Assistant Manager (Public Affairs) and Mr Eric LEE, Manager (Operations Support) of Kowloon Motor Bus Company (1933) Limited (KMB), consolidated their responses as follows:

- (i) Following the extension of Route 980X, the numbers of morning and afternoon trips would remain unchanged. The departure time of buses from Shap Sze Heung would be adjusted in line with the route extension to ensure that the arrival time of buses at Wu Kai Sha remained similar to the current schedule;
- (ii) KMB would pay close attention to the passenger volume after cancellation of the special services on Route 104 and then review whether it was necessary to allocate resources to ensure that bus services meet the passengers’ demand;
- (iii) KMB would remind passengers of route changes through notices on its website and notices displayed at affected bus stops; and
- (iv) As stated by TD and Citybus, the occupancy rate on the section of Route 905 plying between Central and Wan Chai was currently low. Therefore, it was proposed to shorten the route to terminate at Central. Passengers might choose the existing alternative bus routes such as Routes 914 and 104, and utilise the newly introduced interchange concessions to travel between Wan

Chai and various locations along the route of Route 905.

16. As there were no further questions from members, the Chairman declared that the discussion on this agenda item concluded and requested the representatives from TD and bus companies to leave the meeting first.

Item 6: Any Other Business

17. Members' comments and questions were summarised below:

- (i) Some members of the public reported that the new auxiliary devices at pedestrian crossings emitted red light, causing a certain degree of disturbance to nearby residents;
- (ii) The bus compartments produced excessive noise when turning, causing nuisance to the public;
- (iii) Bicycles and scooters were found riding on pavements, including those on Tung Lo Wan Road, Leighton Road, Hennessy Road, Lockhart Road and Causeway Road;
- (iv) Customers queuing outside individual restaurants caused obstruction on pavements. Affected locations included Hennessy Road and Yiu Wah Street;
- (v) Vehicles transporting students causing traffic congestion by stopping near Shiu Fai Terrace;
- (vi) Traffic accidents occurred from time to time at the junction of Morrison Hill Road, Canal Road, Leighton Road and Sports Road;
- (vii) Road closure in the vicinity of Hong Kong Stadium usually started at 5:00 p.m. when large-scale activities were held. Some residents suggested and asked whether consideration could be given to deferring the time of road closure for events of smaller scale;
- (viii) Some members of the public reflected that the road section where the

Causeway Bay Fire Station turned into Hing Fat Street was narrow, resulting in pedestrians sometimes having no choice but to walk on the road. It was suggested that additional railings and signage should be installed at that location to protect the safety of pedestrians;

- (ix) Many learner drivers took driving lessons at the junction of Blue Pool Road and Sing Woo Road, causing traffic congestion there. It was suggested that TD should consider making a detour from Green Lane to Broom Road and then turning left to return to Holly Road so as to alleviate the traffic congestion there; and
- (x) The road surface of Tai Hang Road Flyover was partly depressed so that accumulation of water still existed.

18. Miss Christina LEUNG, Senior Transport Officer/Wan Chai of TD, consolidated her response as follows:

- (i) Generally speaking, the sound produced by a bus when turning a corner or travelling at a fast speed was to alert the bus driver to slow down the bus in order to prevent accidents. If the noise emitted by individual buses was found to be too noisy or unusual, members might inform TD of the situation and the Department would refer the case to the bus company concerned for follow-up so that the bus company could conduct a detailed inspection of the buses concerned; and
- (ii) Regarding road closure arrangements for events held at Hong Kong Stadium, TD would co-ordinate with the Police on the scope and duration of road closure and assess whether there was any room for adjustment.

19. Miss Annie TANG, Engineer/Wanchai 1, Mr Aaron CHAN, Engineer/Wanchai 2, and Mr WONG Pak-lim, Engineer/Special Duties of TD, consolidated their responses as follows:

- (i) Members' enquiries and views on the issue of red light emitted from crossing aids installed at pedestrian crossings would be referred to the relevant sections of TD for follow-up actions;

[Post-meeting note: According to the supplementary information provided by TD on 24 April 2025, TD had engaged a professional academic team from the University of Hong Kong to evaluate the effectiveness of the assistive device in enhancing pedestrians' safety, e.g. pedestrians crossing the road when the "Red Man" light was on. The evaluation was expected to be completed in the third quarter of 2025].

- (ii) The pavement where the Causeway Bay Fire Station turned into Hing Fat Street was already narrow, and the installation of additional railings and signage would further encroach on the pavement space and cause inconvenience to pedestrians. However, TD understood the concerns of members and the public, and the Department was therefore preparing the relevant proposed traffic measures and commence a local consultation;
- (iii) TD would examine with Driving Schools the feasibility of the learner car routes proposed by members; and
- (iv) TD had implemented enhancement works at the junction of Sports Road and Wong Nai Chung Road, including the addition of yellow horizontal road markings on the road surface at the end of 2024. At present, there were double white lines, "Slow down" road markings and traffic signs reading "Stop 15 meters ahead". The Department would review with the Police whether the existing traffic signs were adequate and clear, and would continue to remind motorists to pay attention to their surroundings and traffic directions.

20. Mr AU YEUNG Leung, Officer-in-charge of the District Traffic Team (Wan Chai) of HKPF, gave a consolidated response as follows:

- (i) In response to a recent accident in which a bicycle ran from the footbridge at O'Brien Road onto a pavement on the ground, the Police had stepped up inspections of bicycles and scooters running on pavements in the district, and had not seen any similar cases for the time being. The Police would endeavour to combat the above illegal activities and take strict enforcement actions if they were detected;

- (ii) Regarding the obstruction of pavements by crowds of people queuing up to enter food premises, the Police would advise the food premises concerned and discuss with them ways to optimise the queuing arrangements;
- (iii) The Police would step up enforcement against vehicles causing congestion in the vicinity of Shiu Fai Terrace and discuss with schools the formulation of a timetable for sectional transportation of school children and the possibility of switching to other means of carrying school children;
- (iv) The Enforcement and Control Division, Traffic Branch of HKPF currently deployed staff to the junctions of Morrison Hill Road, Canal Road, Leighton Road and Sports Road at different times each week to, among other things, remind road users to pay attention to safety and step up law enforcement; and
- (v) The Police would refer members' suggestions on deferring road closure of Hong Kong Stadium to Traffic Branch Headquarters for follow-ups.

21. Ms DENG Shinuo, District Engineer/Wan Chai, Highways Department, responded that she would refer the problem of accumulation of water on road surface of Tai Hang Road Flyover to relevant sections of her Department for follow-up actions.

Item 7: Date of Next Meeting

22. The Chairman announced that the next meeting would be held at 3:00 p.m. on 10 June 2025 (Tuesday).

23. There being no further business, the meeting was adjourned at 4:18 p.m.

Wan Chai District Council Secretariat
May 2025

Supplementary Information Provided by the Transport Department (TD)
in Response to Enquiries Raised by Members at TTC Meeting on 13 May 2025

Members' enquiries and comments	Request for Supplementary Information and Responses from TD after the Meeting	Responses from TD
1. Concerned with the lost trip problem of some bus routes in the district, such as Citybus Route 1 and Route 18	TD should provide the performance pledges on bus routes in the district and specific details of whether there were any lost trips	Lost trips referred to situations where the actual number of bus trips for a particular route was fewer than the number specified in the Schedule of Service by TD for that route. Franchised bus companies calculated the lost trip rate using 4 reference periods (i.e. morning peak hours, evening peak hours, the period between the two peak hours, and the period after the evening peak hours). If the actual number of trips recorded in any of these time periods did not match up the number of trips specified in the Schedule of Service for that period, it was considered a lost trip. In other words, if a lost trip was made up in any other time period, it could not be regarded as making up for the lost trip in its original schedule.
2. Concerned with loss of scheduled trips for some bus routes in the district during peak hours and compensated in off-peak periods later	Whether there were any “phantom buses” on bus routes in the district based on day-to-day monitoring by TD. If so, whether trips of “phantom buses” had been deducted in calculating the occupancy rate	TD had always been very concerned about the stability of franchised bus services. It closely monitored franchised bus companies through various channels on a regular basis to see if there were lost trip problems, including reviewing their operational reports, conducting on-site inspections and addressing passengers' complaints or suggestions.
3. Concerned with whether there were any so-called “phantom buses” on bus routes in the district, for example, some bus trips were shown on the bus companies' mobile applications or display panels at bus stops, but actually there were no buses coming for the scheduled trips	How the bus company calculated the occupancy rate if two buses departed at the same time	TD had been closely monitoring the bus services in Wan Chai District. Regarding Citybus Route 1 and Route 18, which were of concern to members, the Department had conducted a total of 5 on-site investigations in the second half of 2024. The investigation results revealed that the relevant bus services largely complied with the requirements set out in the Schedule of Service, and the services were generally normal. In daily operations of franchised buses, some passengers experienced difficulties in boarding or prolonged waiting at en-route bus stops during peak hours. Bus companies would arrange additional special services to pick up passengers from en-route stops based on demand to expedite the passenger flow. In addition, if bus services were affected by unforeseen incidents (such as traffic congestion preventing scheduled departures), bus companies would endeavour to carry out similar contingency measures by redeploying buses to minimise the impact on passengers. In calculating the occupancy rate, both the patronage of all passenger-carrying operational vehicles and the capacity of the relevant vehicles would be included in the calculation.
4. In respect of the current “Bus Route Planning Programme 2025-2026 of Wan Chai District” as	TD was required to provide specific details of the enhancement of interchange concessions and section fare	Under the existing mechanism, TD would continue to optimise the existing bus service network through the Bus Route Schemes each year in the light of district development, demographic

a whole, whether there was room for the bus companies to increase the number of interchange concessions and to implement section fares, including but not limited to the proposed implementation of section fares for Route 1M after the extension of its service route.	schemes in the light of the “Bus Route Planning Programme 2025-2026 of Wan Chai District”. • Whether TD and the bus companies had formulated corresponding measures to enhance the stability of bus trips, such as increasing or reducing the number of trips and buses, in the light of the service adjustments under the “Bus Route Planning Programme 2025-2026 of Wan Chai District”?	changes, completion of transport facilities, existing and planned public transport services in the districts, etc., as well as planning appropriate bus routes and service adjustments in developing and newly developed districts. On the one hand, we hoped to better meet the travel needs of the public, and on the other hand, we could make more effective use of resources for the sustainable development of bus services. TD and bus companies had proposed a total of 16 bus service adjustments in the “Bus Route Planning Programme 2025-2026 of Wan Chai District”. If the proposals were implemented, the overall bus allocation during peak hours would increase by one double-decker bus and a total of 4 new Octopus interchange concessions would be introduced. For details, please refer to the Annexes, Annex 4 and Annex 7 of the “Bus Route Planning Programme 2025-2026 of Wan Chai District” (TTC Paper No. 9/2025). The Government had been encouraging franchised bus companies to offer different fare concessions having regard to their operating conditions and socio-economic environment, while ensuring that appropriate and efficient public transport services could be maintained. However, in line with the spirit of free enterprise, the provision of fare concessions, such as section fares, bus-bus interchange concessions, half-fare concessions for children, and so on, was a commercial decision of individual public transport operators. Nevertheless, TD would continue to encourage bus companies to provide more interchange concessions and section fares as far as possible so as to reduce the transport expenses of the public.
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