

**Minutes of the 13<sup>th</sup> Meeting of  
Traffic and Transport Committee  
Yau Tsim Mong District Council (2012-2015)**

**Date:** 13 March 2014 (Thursday)  
**Time:** 2:30 p.m.  
**Venue:** Yau Tsim Mong District Council Conference Room  
4/F., Mong Kok Government Offices  
30 Luen Wan Street  
Mong Kok, Kowloon

**Present:**

Chairman

Mr IP Ngo-tung, Chris

Vice-chairman

Mr WONG Chung, John

District Council Members

Mr CHUNG Kong-mo, JP	Mr HAU Wing-cheong, BBS, MH	Mr WONG Kin-san
Ms KO Po-ling, BBS, MH, JP	Mr HUI Tak-leung	Mr WONG Man-sing, Barry, MH
Mr CHAN Siu-tong, MH	Mr HUNG Chiu-wah, Derek	Ms WONG Shu-ming
Mr CHAN Wai-keung	Ms KWAN Sau-ling	Mr YEUNG Tsz-hei, Benny, MH
Mr CHOI Siu-fung, Benjamin	Mr LAM Kin-man	
Mr CHOW Chun-fai, BBS, JP	Mr LAU Pak-kei	

Co-opted Members

Mr CHAN Sik-ming	Mr LEUNG Ping-foon
Mr CHUI Kin-man	Mr LEUNG Shiu-cheong
Mr HUI Hon-man	Mr MAN Cheong-ming, Chris
Mr LAW Siu-hung, Paul	Mr YIM Kin-ping, JP

Representatives of the Government

Mr FUNG Kwok-leung, Andrew	Senior Liaison Officer (1)	Home Affairs Department
Ms YUEN Miu-chun, Christine	Senior Transport Officer/Yau Tsim Mong	Transport Department
Mr TSE Chi-wai	Engineer/Mong Kok and Yaumatei	Transport Department
Mr TAI Seung-kun	Engineer/Yau Tsim	Transport Department
Mr FONG Wai-pang	District Engineer/Mong Kok	Highways Department
Mr NG Tin-chi	District Engineer/Yau Tsim	Highways Department
Mr MOK Man-wai	Officer-in-Charge, District Traffic Team (Mong Kok District)	Hong Kong Police Force
Mr CHU Chi-kwong	Officer-in-Charge, District Traffic Team (Mong Kok District) (Designate)	Hong Kong Police Force
Ms CHEUNG Lui	Assistant District Operations Officer (Yau Tsim)	Hong Kong Police Force
Mr WONG Wing-ping	Officer-in-Charge, District Traffic Team (Yau Tsim District) (Atg)	Hong Kong Police Force

**In Attendance:**

Ms FUNG Man-ki	Engineer/Planning 2	Transport Department
Mr LAM Yee-por	Principal Estate Officer/Lease Enforcement Unit/Kowloon West (District Lands Office, Kowloon West)	Lands Department
Mr HO Siu-keung, Alan	Estate Surveyor/Mong Kok (District Lands Office, Kowloon West)	Lands Department
Mr LEUNG Wang-cheong	Senior Operations Officer	The Kowloon Motor Bus Co. (1933) Ltd.
Mr Frankie WONG	Manager, Community Affairs	The Kowloon Motor Bus Co. (1933) Ltd.
Mr Kenny POON	Officer, Community Affairs	The Kowloon Motor Bus Co. (1933) Ltd.
Mr Kevin LI	Public Affairs Manager of New World First Bus and Citybus	NWS Transport Services Limited
Mr Bryce WONG	Operations Officer of New World First Bus	NWS Transport Services Limited
Mr Andrew LEUNG	Operations Officer of Citybus	NWS Transport Services Limited
Mr LAW Chau-sang	Chief Health Inspector 1, Yau Tsim District Environmental Hygiene Office	Food and Environmental Hygiene Department
Ms PONG Sze-wan, Cecilia	Executive Officer (District Management) 1, Yau Tsim Mong District Office	Home Affairs Department
<u>Secretary</u>		
Miss MAN Shuk-yan, Karen	Executive Officer (District Council) 1, Yau Tsim Mong District Office	Home Affairs Department

**Opening Remarks**

The Chairman welcomed Members, representatives from government departments and those who were in attendance to the meeting. He reported that Mr MOK Man-wai, Officer-in-Charge, District Traffic Team (Mong Kok District), would be transferred to another post soon and would be succeeded by Mr CHU Chi-kwong. He would introduce the departmental representatives and individuals invited to the meeting before discussing each item. He proposed that Members with documents to present be given two minutes to make additional remarks, and that each Member be allowed to speak twice on each item: two minutes for the first time and one minute for the second time. There was no objection.

2. The Chairman said that the audio record of the meeting would be uploaded to the webpage of the Yau Tsim Mong District Council. In addition, according to the Standing Order, the Chairman could issue warnings to Members or members of the public attending or observing the meeting who acted in a disorderly manner and interrupted the proceedings of the meeting. If the warnings were not heeded, the Chairman could order such persons to leave the venue.

**Item 1: Confirmation of Minutes of Last Meeting**

3. Minutes of the last meeting were confirmed without amendment.

**Item 2: Matters Arising:**

- **Transport Department's Consolidated Response to Road Improvement Suggestions Raised by Members for Follow-up Action**  
**(YTM TTC Paper No. 2/2014)**
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**Item 3: To Further Follow Up on Traffic Improvement Projects in Cherry Constituency**  
**(YTM TTC Paper No. 14/2014)**

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4. The Chairman said that as item 2 under "Matters Arising" and item 3 were interrelated, he proposed that the two be discussed together. There was no objection.

5. The Chairman welcomed the following representatives to the meeting:

- (a) Mr TSE Chi-wai, Engineer/Mong Kok and Yaumatei of the Transport Department ("TD");
- (b) Ms FUNG Man-ki, Engineer/Planning 2 of the TD;
- (c) Mr LAM Yee-por, Principal Estate Officer/Lease Enforcement Unit/Kowloon West (District Lands Office, Kowloon West) and Mr Alan HO, Estate Surveyor/Mong Kok (District Lands Office, Kowloon West) of the Lands Department.

6. The Vice-chairman supplemented the contents of paper no. 14/2014.

7. Mr TSE Chi-wai reported the progress of the improvement proposals for Anchor Street as follows:

- (i) The TD suggested extending the double yellow lines at Anchor Street in early 2013. There were objections to the proposal in the course of district consultation and the proposal was not adopted.
- (ii) In late 2013, the TD suggested designating the section of Anchor Street between Beech Street and Pine Street as a no-stopping restriction ("NSR") zone from 7:00 a.m. to 12:00 midnight daily. It then collected views on the proposal from the local community through the Yau Tsim Mong District Office ("YTMDO"). The TD received objections to the proposal in the course of district consultation and therefore did not implement the proposal.
- (iii) The Urban Renewal Authority would straighten the carriageway of the section of Anchor Street in question. The works were expected to commence in late 2014 or early 2015.

8. Ms FUNG Man-ki added that the TD had received public views, reflecting that it was difficult to enter Lin Cheung Road from the westbound Cherry Street. The TD therefore planned to convert a section of the southbound Lin Cheung Road near Cherry Street into a designated approach road connecting to the westbound Cherry Street where drivers did not

need to wait at the junction and could enter Lin Cheung Road directly.

9. Mr Paul LAW asked about the updates on the lot at 152A-D Prince Edward Road West. He said that at an earlier meeting of Yau Tsim Mong North Area Committee, some Members thought that even if the use of the carpark on that lot could not be changed, the number of parking spaces should be cut to reduce the number of vehicles accessing the area.

10. Mr CHAN Siu-tong said that the TD had put forward a number of proposals of designating NSR zones, but did not implement them because of objections from the local community. The designation of NSR zones would affect the business of nearby shops and restaurants and therefore would likely face opposition from the commercial tenants. The TD should classify the views collected to assess if they were justified.

11. Mr CHUI Kin-man agreed that the number of parking spaces at 152A-D Prince Edward Road West should be reduced to a minimum so as to lower the risk of traffic accidents as a result of vehicle-pedestrian conflicts.

12. Ms KO Po-ling indicated that it was undesirable for the TD to put aside the entire road improvement proposal whenever there were individual objections. She thought that the TD should analyse the views and try to balance the interests of all parties. In addition, she said that traffic accidents were frequent at the junction of Cherry Street and Lin Cheung Road. She hoped that the TD could improve the traffic condition there by adjusting the traffic signals and revising the design of the pedestrian crossing.

13. The Vice-chairman said that he had requested the TD to address the longstanding problem of traffic congestion at the junction of Anchor Street and Beech Street, but the TD failed to implement any road improvement works with the reason that objections had been received in district consultation. He urged the TD to put forward feasible road improvement proposals with its expertise, formulate a works schedule and proactively follow up on the traffic condition at the road junction in question.

14. Mr HAU Wing-cheong recalled that he had conducted a site visit to Anchor Street with representatives of the TD and discussed with the TD to paint double yellow lines there. The TD later designated the area as an NSR zone from 7:00 a.m. to 7:00 p.m. However, there was still on-street parking and even double parking at Anchor Street during the NSR time period, which had caused serious congestion. As a result, it was difficult for large vehicles such as buses to leave Anchor Street. He urged the Police to step up enforcement at Anchor Street and prosecute offenders of illegal parking.

(Mr CHUNG Kong-mo joined the meeting at 2:42 p.m.)

15. Mr Benjamin CHOI said that a few people might object to the TD's road improvement proposals in district consultation for the sake of their own interests. The TD should put public interest as the top priority in analysing the result of consultation.

16. Mr CHUI Kin-man said that according to the discussion paper for "Matters Arising", the TD had no plan to paint double yellow lines at the junction of Jordan Road turning into Canton Road. He hoped that the TD could designate the junction as an NSR zone from 7:00 a.m. to 12:00 midnight to facilitate the movement of buses.

(Ms WONG Shu-ming joined the meeting at 2:45 p.m.)

17. Mr TSE Chi-wai responded that the TD had earlier raised three road improvement

proposals to solve the problem of traffic congestion at the junction of Anchor Street and Beech Street. The proposals included changing the section of Beech Street between Anchor Street and Ivy Street from southbound to northbound, painting double yellow lines at the section of Anchor Street between Beech Street and Pine Street, and designating the said section of Anchor Street as an NSR zone from 7:00 a.m. to 12:00 midnight. However, objections against the three proposals were received in district consultations. The TD was planning to collect updated data on traffic flow to analyse the traffic condition of Anchor Street in a wider perspective and would then propose feasible road improvement measures again.

18. The Chairman was baffled why the TD did not take the chance to analyse the data when conducting the district consultation, which delayed the implementation of road improvement measures. He requested the TD to finish the report of analysing the traffic data at the junction of Anchor Street and Beech Street as soon as possible and to report the result of the analysis as well as newly proposed road improvement measures at the meeting of the Traffic and Transport Committee (“TTC”) in July 2014. Mr TSE Chi-wai agreed.

19. Ms FUNG Man-ki responded that since traffic accidents were frequent at the junction of Cherry Street and Lin Cheung Road, the TD would convert the southbound Lin Cheung Road near Cherry Street into an approach road connecting to the westbound Cherry Street. She continued that the TD had conducted district consultation through the YTMDO accordingly. The TD had issued a Consent on Commencement of Building Works to the Highways Department (“HyD”) which expected that the works could be completed by the third quarter of 2014.

20. Mr TSE Chi-wai added the following information:

- (i) Tai Kok Tsui (“TKT”) was experiencing rapid development in recent years with the completion of many large-scale housing estates, leading to changes of the traffic flow there. The TD therefore needed to collect updated traffic data to analyse the latest traffic condition of the area.
- (ii) The TD was reviewing the traffic impact assessment report submitted by a traffic consultant commissioned by the owners of 152A-D Prince Edward West and was consulting the Police. The TD noted Members’ request for reducing the number of parking spaces there and would reflect Members’ views to the relevant owners.

21. Mr HO Siu-keung reported that according to the record of the Land Registry, there were six shops and one terrace at 152A-D Prince Edward Road West. The terrace and five of the six shops belonged to a registered company and the remaining shop belonged to another owner. The title of the main building was shared among over 50 unit owners.

22. Mr TSE Chi-wai added that he would reflect Mr CHUI Kin-man’s views to the subject officers of the TD and would reply to him later about the feasibility of his suggestion.

23. Mr Chris MAN said that according to the TD representative, the TD would formulate improvement proposals based on the latest traffic data of TKT. He doubted whether the TD would continue implementing those proposals if objections were received, even if the new proposals were supported by the traffic data.

24. Ms KWAN Sau-ling said that she had requested the TD at the previous TTC meeting to remove the four on-street parking meters outside the Kimberley Hotel by the first quarter of

2014. She would like to know the exact completion date of the works.

25. Mr HAU Wing-cheong hoped that the TD would discuss as soon as possible with the owners of 152A-D Prince Edward Road West to cut the number of parking spaces so as to reduce the movement of vehicles and ensure the safety of pedestrians.

26. Mr CHUNG Kong-mo indicated that the TD withheld road improvement measures whenever it received objections in district consultation. He thought that the TD should follow the same practice if Members objected to the TD's traffic improvement proposals in future. He urged the TD to seriously consider Members' views about the road improvement works. The TD should also take the initiative to put forward road improvement proposals to address the traffic issues in various areas of the district.

27. The Vice-chairman requested the TD to report the traffic data of Anchor Street, the road improvement proposals suggested by the TD and the actual works schedule at the meeting in July 2014.

28. Mr TSE Chi-wai responded that the subject officers of the TD would respond to Ms KWAN Sau-ling's enquiry after the meeting. In addition, the TD would propose road improvement measures about the junction of Anchor Street and Beech Street at the meeting in July 2014.

29. There being no further comments, the Chairman closed the discussion on this item.

(Mr LEUNG Shiu-cheong left the meeting at 3:05 p.m.)

**Item 4: Progress Report on District Traffic Improvement Projects under Construction or Planning by TD/HyD (as at February 2014)  
(YTM TTC Paper No. 15/2014)**

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30. The Chairman welcomed Mr FONG Wai-pang, District Engineer/Mong Kok and Mr NG Tin-chi, District Engineer/Yau Tsim of the HyD to the meeting.

31. Mr FONG Wai-pang and Mr NG Tin-chi briefly presented the paper.

32. There being no enquiries, the Chairman closed the discussion on this item.

(Mr HUI Hon-man joined the meeting at 3:10 p.m.)

**Item 5: To Rectify Lost Trip Problems of KMB Bus Routes Running Along Hoi Wang Road and to Divert More Cross-harbour Bus Routes to Hoi Wang Road  
(YTM TTC Paper No. 16/2014)**

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**Item 6: To Route A21 and E21 Buses via Tai Kok Tsui on Outbound Trips from Airport and to Provide Passenger Drop-off Points for Both Routes in Tai Kok Tsui  
(YTM TTC Paper No. 17/2014)**

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**Item 7: Request To Address Lost Trip Problems of Buses En Route Tai Kok Tsui  
(YTM TTC Paper No. 18/2014)**

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33. The Chairman indicated that as items 5, 6 and 7 were all related to the bus service in

TKT, he proposed that the three be discussed together. There was no objection.

34. The Chairman said that the written responses of the Kowloon Motor Bus Co. (1933) Ltd. (“KMB”) on items 5 and 7 (Annexes 1 and 2) and the written responses of the NWS Transport Services Limited (“NWS”) (Annexes 3 to 5) had been emailed to Members for reference before the meeting. The written responses of the TD (Annexes 6 and 7) had been placed on the table for Members’ information. He then welcomed the following representatives to the meeting:

- (a) Ms Christine YUEN, Senior Transport Officer/Yau Tsim Mong of the TD;
- (b) Mr LEUNG Wang-cheong, Senior Operations Officer; Mr Frankie WONG, Manager, Community Affairs and Mr Kenny POON, Officer, Community Affairs of the KMB; and
- (c) Mr Kevin LI, Public Affairs Manager of New World First Bus and Citybus; Mr Bryce WONG, Operations Officer of New World First Bus and Mr Andrew LEUNG, Operations Officer of Citybus of the NWS.

35. Mr CHAN Wai-keung supplemented the contents of paper no. 16/2014. He said that recently there had been frequent service disruption to the railway service because of equipment or system failures. In addition, the railway was operating beyond its capacity. The bus companies should therefore strengthen the bus services to disperse commuters. He urged the KMB to increase the frequencies of route 2E (Kowloon City Ferry Pier – Pak Tin) and route 914 (Hoi Lai Estate – Causeway Bay (Tin Hau)), and to operate more cross-harbour tunnel (“XHT”) routes via Hoi Wang Road.

36. Mr LAU Pak-kei supplemented the contents of papers no. 17/2014 and 18/2014. He pointed out that there were no easily accessible Mass Transit Railway (“MTR”) stations in TKT and local residents usually took the bus. The bus companies should therefore address the lost trip problem of buses running via TKT (especially route 914). In addition, he said that there was no stops in downtown TKT for airbus route A21 (MTR Hung Hom Station – airport) and route E21 (Island Harbourview – AsiaWorld-Expo) on the return trip from the airport. He urged the TD to ask the bus companies concerned to adjust the routeings of the two routes.

37. Mr LEUNG Wang-cheong responded as follows:

- (i) KMB routes 2E, 12 (Hoi Lai Estate – Tsim Sha Tsui East (Mody Road)), 18 (Sham Shui Po (Tonkin Street) – Oi Man (circular route)) and 31B (Shek Lei (Tai Loong Street) – MTR Olympic Station) travelled in urban areas. Since the traffic was busy in urban areas, the frequencies of those four routes were not stable. Sometimes there might be two buses of the same route arriving simultaneously at an en route stop, while sometimes there might be no bus for a long time, making passengers wait in vain.
- (ii) The KMB had adjusted the departure time of route 2E from the bus terminus. The lost trip problem of route 2E had shown some improvements. The same would be done to routes 12, 18 and 31B.
- (iii) XHT route 914 was operated jointly by the KMB and New World First Bus (“NWFB”). The traffic condition along the route, such as the road works in the vicinity of Ferry Street and traffic congestion on the Hong Kong Island,

would affect the stability of the bus frequency. The KMB and NWFB were studying to adjust the departure time from the bus terminus of route 914 to alleviate the lost trip problem.

38. Ms Christine YUEN responded as follows:

- (i) Because of its high passenger capacity and environmental friendliness, the railway was the backbone of Hong Kong's public transport network which was complemented by bus services. Nevertheless, the TD would not ignore passengers' demand for the bus service.
- (ii) According to the TD's observation, the service of route 914 during the morning peak hours was generally normal and was able to meet the demand. During the afternoon peak hours, the frequency of the route heading for Hoi Lai Estate might occasionally be affected by the en route traffic condition. The TD would ask the KMB and NWFB to proactively follow up on the situation.
- (iii) The traffic on the Hong Kong Island (such as Central and Wan Chai) was already very congested. The TD was worried that the increase in frequencies of XHT routes running via TKT might aggravate the traffic congestion on the Hong Kong Island. This might in turn worsen the lost trip problem of those XHT routes. The TD noted Members' request for more XHT routes and would take it into consideration in future bus route development plans.

39. Mr CHUNG Kong-mo indicated that residents in the vicinity of Hoi Wang Road usually took routes 2E and 914 to go to To Kwa Wan and the Hong Kong Island respectively. There were no alternative routes available. He urged the KMB and NWFB to address the lost trip and insufficient frequency problems seriously. He also pointed out that route 914 was always fully loaded during peak hours and passengers could not get on board. He suggested the bus companies concerned operate a special departure from an en route stop or provide a stop at the exit of Western Harbour Crossing ("WHC") to facilitate passengers to transfer to other bus routes. In addition, he suggested route 110 (Shau Kei Wan – Tsim Sha Tsui East (Mody Road) (circular route)) be diverted to Park Avenue so that residents at Park Avenue could take the bus to cross the harbour.

40. Mr CHAN Wai-keung said that very often two buses would arrive simultaneously at an en route stop. He suggested the bus companies concerned flexibly adjust the departure time of buses from bus terminus having regard to the road condition. In addition, he proposed to install global positioning systems ("GPS") on buses to detect the location of buses running on the road. He further suggested that electronic notice boards be installed at bus stops to inform passengers of updates on the location and expected arrival time of the next bus.

41. The Vice-chairman asked the TD to provide reports on the complaints against the bus service in TKT so that he could know more about the details of the complaints and the follow-up action of the bus companies. Moreover, he would like to know how the TD monitored the performance of the bus companies.

42. Mr LAU Pak-kei said that according to the written response of Citybus ("CTB"), the travelling time of routes A21 and E21 would increase if they were to travel via TKT. As a result, the CTB had to maintain the existing routings of the two routes. He pointed out that Members simply requested the CTB to provide a stop between Tai Kok Tsui Road and Sham

Mong Road for the return trip of one of the two routes. He considered that the CTB could make up for the additional travelling time by adjusting the routeing. He was dissatisfied that the CTB disregard the needs of TKT residents for airport bus services with the reason that the proposal was not operationally effective.

43. Mr CHUI Kin-man suggested the bus company concerned diverting routes 904 and 905 to the WHC via Hoi Wang Road and Lai Cheung Road to provide residents of Hoi Fu Court, Charming Garden and Park Avenue with more choices of XHT routes.

44. Ms Christine YUEN responded as follows:

- (i) The TD and CTB had studied in detail the proposal of re-routeing A21 or E21 to Tai Kok Tsui Road and Sham Mong Road. However, under the proposed arrangement, the journey time would be increased. Since the journey time allowed for the two routes was already very limited, extending the journey time would significantly affect their service level. Therefore, at the present stage, the TD and CTB would not consider implementing the re-routeing proposal.
- (ii) The TD needed time to check the figures on the complaints against the bus service in TKT. She would give a reply to the Vice-chairman after the meeting.
- (iii) The TD conducted site inspection from time to time to find out the service level of bus routes. Upon receipt of complaints from passengers against the bus service, the TD would request the bus companies to follow up on the complaints and to submit reports. If it was the operation of the bus companies (such as insufficient manpower, bus breakdown, etc.) that had affected the bus service, the TD would request the bus companies to make improvements. In addition, the TD would discuss with the bus companies feasible solutions, such as re-routeing, adjusting service timetables and frequencies etc. in order to ease the problem of unstable frequency resulted from traffic congestion.

(Mr Paul LAW left the meeting at 3:40 p.m.)

45. Mr Kevin LI responded as follows:

- (i) The route of A21 or E21 would become more circuitous if they ran along Tai Kok Tsui Road and Sham Mong Road on the return trip. The journey time would increase accordingly. To compensate for the prolonged time, the CTB might need to reduce the frequencies or deploy resources from other routes to help maintaining the service. Not only would passengers be affected in such a way, it was also not operationally effective. The CTB therefore opined that the arrangement of the two routes should remain unchanged.
- (ii) The CTB and NWFB mainly operated bus services on the Hong Kong Island and Kowloon side. Most of the routes travelled along busy corridors and the stability would be affected by the road condition. The two bus companies had reviewed and adjusted the timetables from time to time to improve the bus service. However, the road space on the Hong Kong Island was insufficient and major activities (such as book exhibitions, Exhibitions of Hong Kong Products, flower shows, etc.) were often held on the Hong Kong Island. On top of that, there were occasional traffic accidents which necessitated the

closing of roads and resulted in regional traffic congestion. In face of the many unexpected road incidents, the two companies could hardly take immediate contingency measures. The problem of lost trips was therefore inevitable. He asked for Members' understanding.

46. Mr Kenny POON responded that the KMB had discussed with the TD to review the service timetables of bus routes from time to time. It would ease the problem of lost trips by studying measures such as hiring more bus captains, proposing to designate new bus lanes, proposing the Police to step up enforcement against illegal parking etc.

47. Mr LAU Pak-kei reiterated that there was no easily accessible MTR station in TKT. Residents could only travel between the airport and the district by bus. The CTB did not cater the needs of TKT residents and turned down the proposal of re-routeing A21 or E21 to Tai Kok Tsui Road and Sham Mong Road simply by reason of financial ineffectiveness. He held that a socially responsible enterprise should not have behaved in that way.

48. Mr CHUNG Kong-mo said that the bus companies attributed the cause of lost trips to traffic congestion but did not suggest any practicable proposals, nor did it state whether his proposal just mentioned was feasible or not. He urged the bus companies to follow up proactively on the problem of lost trips.

49. Mr CHAN Wai-keung pressed the bus companies to explain whether they planned to install GPS on buses and electronic notice boards at all bus stops. He would also like to know if the TD would designate more bus lanes.

50. Mr Benjamin CHOI said that Members proposed to re-route A21 or E21 to Tai Kok Tsui Road or Sham Mong Road to reflect the demand of TKT residents for airport bus services. Therefore, there would be considerable patronage after the re-routeing. He opined that the CTB should launch a trial run based on Members' re-routeing proposal and then assess the effectiveness. He referred to the response of the CTB/NWFB representatives that the problem of lost trip was mainly because of traffic congestion resulted from major activities and traffic accidents. He considered the response unreasonable because those incidents did not happen very often but the problem of lost trips occurred every day.

51. Ms KO Po-ling recalled that the TTC had repeatedly discussed the inadequate bus service in TKT (such as routes A21, E21, 2E and 914). She hoped that the bus companies could address the needs of residents by improving the bus service in TKT as soon as possible to benefit local residents.

52. The Chairman indicated that the bus service in TKT did not show any improvement notwithstanding repeated requests by the TTC for the bus companies to enhance the service. Members of the TTC made the request again because local residents were deeply dissatisfied with the bus service. This also showed that the bus companies had always disregarded the opinions of Members and the public. The bus companies refused to improve the bus service by reason of limited resources. He was deeply disappointed at the bus companies for being so profit-oriented.

53. Mr CHUI Kin-man added that under his proposal of re-routeing routes 904 and 905 to the WHC via Hoi Wang Road and Lai Cheung Road, the journey time was anticipated to increase only slightly. He asked the TD and KMB to respond if his proposal was feasible.

54. Mr Derek HUNG asked the CTB about the passenger volume of routes A21 and E21 when they departed from the airport. He also asked if the CTB had analysed the possible

increase in passenger volume if the two routes were re-routed to Tai Kok Tsui Road and Sham Mong Road. He suggested the CTB consider the re-routeing proposal based on the data collected.

55. Ms Christine YUEN responded as follows:

- (i) The bus company concerned had reviewed and revised the timetable of route 2E in late 2013. Upon the revision, the departure time from the bus terminus had become more stable and accurate.
- (ii) If A21 and E21 were re-routed to Tai Kok Tsui Road or Sham Mong Road, the journey time would increase. With limited resources, the CTB would need to cut the frequencies of the two routes. Having regard to Councillors' views, the TD would continue to discuss the feasibility of the re-routeing proposal with the CTB.
- (iii) If routes 904 and 905 were re-routed to the WHC via Hoi Wang Road or Lai Cheung Road, they would skip Cherry Street and Olympian City 2 where the number of alighting and boarding passengers was quite large. The re-routeing would cause inconvenience to those passengers. The TD had to collect more data to find out if the proposal was feasible.

56. Mr Kenny POON responded that the KMB was trying out a GPS-supported bus arrival time estimation system at the Tuen Mun Road Bus-Bus Interchange. As there might be more changes in the urban environment, the arrival time estimated by the system might be different from the actual arrival time. He added that much capital was needed to develop the system. The KMB would proactively work with the TD to make joint investment to develop a territory-wide bus arrival time estimation system.

57. Mr Kevin LI responded as follows:

- (i) The CTB had carefully analysed the impact of re-routeing A21 and E21 via Tai Kok Tsui Road and Sham Mong Road on the existing routes and location of bus stops. In the case of A21, the existing en route stops at Metropark Hotel Mongkok and Argyle Centre had to be cancelled. The passengers used to alight or board the bus at the two stops would be affected. Having considered the impact of re-routeing and cancellation of bus stops on passengers, the CTB considered it necessary to maintain the current routeing.
- (ii) As accidents that affected the traffic condition did not occur every day, the bus companies were unable to predict the degree and duration of the impact of such incidents on the road condition. The bus companies would flexibly deploy bus resources to provide quality service to passengers under foreseeable situations, for example, prolonged lane closure due to road works.

58. The Chairman stressed that there were not road accidents every day. The CTB should not have attributed the lost trip problem to road accidents. He reiterated that Members requested to re-route either A21 or E21 to TKT. The CTB, however, insisted to maintain the routeing of the two routes and disregard TKT residents who needed to take the bus to the airport. He urged the CTB representatives to state clearly at the current meeting whether the CTB would implement the re-routeing proposal.

59. Mr Kevin LI replied that he would discuss with his colleagues the feasibility of the re-routeing proposal after the meeting.

60. The Chairman asked the CTB to give a written reply in respect of the re-routeing proposal to Members before the next TTC meeting.

61. Mr CHUI Kin-man disagreed with the reply of the TD representatives. He pointed out that there was en route stop for routes 904 and 905 outside Ming Kei College where passengers could cross the road to go to Olympian City 2 upon alighting from the bus. He continued that if the two routes were re-routed to Hoi Wang Road and Lei Cheung Road, residents from Park Avenue and Charming Garden would be attracted to take the bus to cross the harbour, which could help boost the passenger volume of the two routes.

62. Mr CHAN Sik-ming said that as far as he could remember, route A21 did not travel via Sham Shui Po in the past. After the route was diverted via Sham Shui Po, its journey time was increased by only 10 to 15 minutes. He was puzzled why the CTB did not slightly extend the journey time so that the bus could also travel to TKT.

63. Ms Christine YUEN responded that the TD would study Members' proposal about the bus service in TKT with the bus companies after the meeting.

64. The Chairman reiterated that the TTC had discussed the inadequate bus service in TKT (e.g., routes A21, E21, 2E and 914) for many times, but the TD failed to address the issue seriously. He requested the two bus companies to give a written account of improvement proposals for those bus routes before the next meeting.

65. There being no further comments, the Chairman closed the discussion on this item.

(Mr LAM Kin-man left the meeting at 4:05 p.m.)

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(Post-meeting note: The NWS submitted a written response on the service of routes A21, E21 and 914 on 12 May, 2014 (Annexes 8 and 9). The TD had submitted a written response on the service of routes A21, E21, 2E and 914 (Annexes 10 and 11).)  
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**Item 8: To Request KMB to Provide Fare Concessions for Students**  
**(YTM TTC Paper No. 19/2014)**

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66. The Chairman said that that the written response of the KMB (Annex 12) had been emailed to Members for reference before the meeting. The written response of the TD (Annex 13) had been placed on the table for Members' information. He then welcomed the following representatives to the meeting:  
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- (a) Ms Christine YUEN, Senior Transport Officer/Yau Tsim Mong of the TD;
- (b) Mr LEUNG Wang-cheong, Senior Operations Officer; Mr Frankie WONG, Manager, Community Affairs and Mr Kenny POON, Officer, Community Affairs of the KMB.

67. The Vice-chairman supplemented the contents of the paper.

68. Mr Kenny POON responded that the KMB was offering sectional fares for around 70% of its routes and various Octopus Bus-Bus Interchange concessions to allow passengers

to travel to different areas by concessionary fares. He added that the Government's Student Travel Subsidy Scheme had already provided travel subsidies to needy full-time students aged between 12 and 25. If the Government revised its mode of subsidy or extend the subsidy scheme to all students in Hong Kong in future, the KMB would definitely respond favourably to the new policy.

69. Ms KWAN Sau-ling said that the MTR Corporation Limited ("MTRCL") had provided fare concessions to students of Hong Kong for many years. The KMB should follow the MTRCL's practice to benefit the society. She continued that the KMB was offering fare concessions to children under 12 and senior citizens over 65 and did not understand why it could not extend the offer to all students.

70. The Vice-chairman said that the majority of students aged between 12 and 18 did not have any employment income. He hoped that the Government and the KMB could seriously consider Members' request and provide fare concessions to students.

71. Ms KO Po-ling suggested writing to the TD in the name of the TTC, urging the TD to encourage the KMB to provide fare concessions to students by making reference to the MTRCL's practice.

72. Mr CHUNG Kong-mo said that the MTRCL had been providing fare concessions to full-time students for many years, which showed that the arrangement was not technically unfeasible. He believed that the KMB did not provide the concession out of financial reasons. He pointed out that the KMB applied to the TD for an increase in bus fares for reason of operating deficit, without factoring in advertising revenue and profit from Roadshow. However, no improvement was seen in its service and the problem of lost trip in the district occurred frequently. He urged the KMB to seriously consider providing student fare concessions to brand itself as a socially responsible enterprise.

73. Mr WONG Kin-san pointed out that only children under 12 and senior citizens over 65 could enjoy fare concessions at present. He was concerned if age discrimination was involved in the arrangement. He also asked the KMB or TD to provide statistics on full-time students aged between 12 and 25 who took the bus.

74. Mr Barry WONG opined that most full-time students, regardless of their age, did not have any employment income as they were still at school and were in desperate need of bus fare concessions. He continued that the KMB had been awarded the Caring Company Logo for 10 consecutive years and it should have provided fare concessions to students so as to pay back the society. He hoped that the KMB representatives present at the meeting would respond favourably to Members' request.

75. Mr HUI Hon-man indicated that the level of bus fare was slightly higher than that of the MTRCL. The KMB should therefore provide student fare concessions to shorten the difference in fares between the two.

76. The Chairman asked Members if they agreed to write to the TD in the name of the TTC to reflect their request for the KMB to provide student fare concessions. There was no objection.

77. Mr Kenny POON noted Members' request for a fare concession to full-time students. The KMB would consider if the proposal was feasible having regard to its financial situation.

78. The Chairman requested the KMB to submit a written response to the TTC after

studying the feasibility of the proposal.

79. Mr Benjamin CHOI proposed to explain clearly in the letter that the TTC urged the TD to show more concern about the issue because the KMB had failed to respond to Members' request at the current meeting. The TTC should also ask the TD to appeal to the KMB to seriously consider providing student fare concessions.

80. Ms Christine YUEN responded that the Government had always encouraged public transport operators to provide concessions as far as possible having regard to their operating condition and the socio-economic environment in order to relieve the public of the burden of public transport expense. Under the principle of maintaining appropriate and efficient public transport service, the TD would continue to encourage franchised bus operators to provide fare concessions to passengers. She added that the Student Travel Subsidy Scheme of the Student Financial Assistance Agency was providing travel subsidies to needy students for the purpose of meeting their expenses incurred on home-school travels. She believed that the KMB representatives would reflect to the KMB management Member's proposal of a fare concession for full-time students.

81. The Chairman indicated that it had been the TTC's practice to briefly explain the background and purpose of the relevant issue in letters issued in its name for relevant departments to follow up on Members' views.

82. There being no further comments, the Chairman closed the discussion on this item.

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(Post-meeting note: The Secretariat had issued a letter (copied to the KMB and NWS) to the TD on 20 March 2014, explaining in detail Members' request (Annex 14). The NWS and TD submitted a written response on 12 May 2014 and 14 May 2014 respectively (Annexes 15 and 16).)  
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**Item 9: To Request Star Ferry to Relieve Restrictions and Allow Passengers to Take Pets on Board Ferries**  
**(YTM TTC Paper No. 20/2014)**

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83. The Chairman said that that the written response of the "Star" Ferry Company Limited ("Star Ferry") (Annex 17) had been emailed to Members for reference before the meeting. He then welcomed Ms Christine YUEN, Senior Transport Officer/Yau Tsim Mong of the TD to the meeting.

84. Mr CHAN Siu-tong supplemented the contents of the paper.

85. Ms Christine YUEN responded as follows:

- (i) According to the restriction on animals on ferry vessels under section 17 of Ferry Services Regulations (Cap 104A), no person shall take a dog, bird or other animal in or onto a ferry vessel in use on a licensed service or pier or other place reserved for embarkation of passengers using a licensed service unless the person has first obtained the approval of a member of the staff of the licensee.
- (ii) The duty staff of the Star Ferry would exercise discretion to allow guide dogs accompanying the visually impaired or dogs executing public functions (such as police dogs and drug detector dogs) to board ferries operated by the Star Ferry or enter the pier.

- (iii) Having considered the limited space of the public pier and the restrictions on the operation, the Star Ferry opined that allowing pets' access into the pier or ferries might cause nuisance and made certain passengers uncomfortable. It therefore considered it inappropriate to relax the restriction on carrying pets to board ferries operated by the Star Ferry or enter the pier.

86. Mr Benny YEUNG said that the ferries operated by the Star Ferry were not fully enclosed and there was much space on board. In terms of hardware, passengers should be allowed to take their pets with them to board the ferry. He hoped that the TD could discuss the feasibility of the proposal with the Star Ferry after the meeting and then give a reply to the TTC.

87. Mr CHUNG Kong-mo said that the public was allowed to take their pets with them to board the ferries operated by the New World First Ferry Services Limited ("NWFF") to go to outlying islands. To his knowledge, the number of complaints received by the NWFF from passengers against pets on board was minimal. He therefore urged the TD and Star Ferry to seriously consider the proposal of allowing pets on ferries. He suggested the Star Ferry designating a zone for certain trips to try out the arrangement and then make a decision after assessing the effectiveness.

88. Mr CHAN Siu-tong asked about the number of passenger complaints received by the NWFF against pets on board. He said that the number of pet keepers was on the increase. The public was allowed to take pets with them in many major shopping malls. Moreover, pet gardens were provided in many areas in Hong Kong. In light of the trend, the department concerned should amend the legislation to relax the regulation of prohibiting the public from taking pets to board public transport.

89. Mr Barry WONG did not understand why the Star Ferry could not allow the public to carry their pets on board while the NWFF could allow such arrangement. He pointed out that the passenger volume of the Star Ferry was on the decrease. By following the NWFF's practice of allowing pets on board to meet the needs of different passengers, the Star Ferry could attract passengers and boost its ridership.

90. Mr CHUI Kin-man indicated that if the Star Ferry allowed the public to take their pets on board, the public would less often use private cars to take their pets to cross the harbour. Not only could traffic congestion be alleviated, the problem of air pollution could also be eased.

91. Ms Christine YUEN responded that according to the Ferry Services Regulations, passengers could not take pets onto a ferry without the approval of a member of staff of the ferry service licensee. As the NWFF had given the approval, the public could take pets onto the NWFF's ferries. She added that the operation mode of the Star Ferry was different from that of the NWFF. Moreover, the ridership of the Star Ferry was higher during peak hours. The Star Ferry therefore did not suggest allowing passengers to carry their pets on board. She would reflect Member's views to the Star Ferry after the meeting for its further consideration.

92. The Vice-chairman shared Mr CHAN Siu-tong's views. He asked the TD about the means of cross-harbour public transport which permitted pets on board.

93. Ms Christine YUEN responded that the public could take their pets to cross the

harbour by taxi.

94. Mr CHUI Kin-man pointed out that as the Star Ferry was established as early as 1898, it should keep pace with the times by reviewing the regulation of prohibiting passengers from taking pets on board.

95. There being no further comments, the Chairman closed the discussion on this item.

(Mr Benny YEUNG left the meeting at 4:32 p.m.)

**Item 10: Concern over Prolonged Occupation of Parking Spaces at Kimberley Street, Tsim Sha Tsui and Insufficient Signs to Show Direction to West Kowloon Office of Immigration Department  
(YTM TTC Paper No. 21/2014)**

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96. The Chairman said that the written responses of the Yau Tsim Police District of the Hong Kong Police Force (“HKPF”) and the Food and Environmental Hygiene Department (“FEHD”) (Annexes 18 and 19) had been emailed to Members for perusal before the meeting. He then welcomed the following representatives to the meeting:

- (a) Mr TAI Seung-kun, Engineer/Yau Tsim of the TD;
- (b) Ms CHEUNG Lui, Assistant District Operations Officer (Yau Tsim) and Mr WONG Wing-ping, Officer-in-Charge, District Traffic Team (Yau Tsim District) (Atg) of the HKPF;
- (c) Mr LAW Chau-sang, Chief Health Inspector 1, Yau Tsim District Environmental Hygiene Office of the FEHD; and
- (d) Mr NG Tin-chi, District Engineer/Yau Tsim of the HyD.

97. Ms KWAN Sau-ling supplemented the contents of the paper. She pointed out that there were not enough signs at Kimberley Street to show the way to the West Kowloon Office of the Immigration Department (“ImmD”). Many members of the public reflected to her that they were misdirected to the neighbouring Kimberley Hotel.

98. Mr LAW Chau-sang reported that the FEHD had received a total of 21 complaints against the hygienic condition of Kimberley Street since January 2013. In the past nine months, the FEHD had instituted a prosecution against the person-in-charge of a recycling vehicle on Kimberley Street. He said that apart from scavenging the street every day, the FEHD would also arrange for water wagons to cleanse the vicinity every week. In the inspections of Kimberley Street conducted from 25 to 27 February and on 4 March, the FEHD personnel found the hygienic condition of the street satisfactory. In respect of the prolonged stay of recycling vehicles on Kimberley Street, the FEHD had referred the case to the TD for follow-up.

99. Mr HUI Hon-man pointed out that the frequent loading and unloading activities of recycling vehicles on Kimberley Street had affected the environmental hygiene of the pavement. He continued that the West Kowloon Office of the ImmD at Kimberley Street had been put into operation and the people flow was expected to increase. He urged the FEHD to seriously address the hygienic problem of the area. He also pointed out that the

prolonged stay of recycling vehicles at Kimberley Street had caused traffic congestion and hoped the department concerned would improve the situation.

100. Ms KWAN Sau-ling thanked the FEHD and HKPF for stepping up the cleansing of nearby streets and maintaining the traffic order respectively upon commissioning of the West Kowloon Office of the ImmD. She pointed out that although the TD had installed railings at Kimberley Street to prevent recycling vehicles from loading and unloading goods at the roadside, the policy was not effective. She hoped the TD could solve the problem of prolonged occupation of the roadside at Kimberley Street for loading and unloading goods by revising the road design. She also asked the TD about the progress of putting up signs near Kimberley Street to show the way to the West Kowloon Office of the ImmD.

101. Mr TAI Seung-kun responded that the TD would put up signs at the junction of Carnarvon Road and Kimberley Street, showing pedestrians the way to the West Kowloon Office of the ImmD. The TD considered that the present traffic flow and people flow of Kimberley Street acceptable, but would continue to monitor the impact of the commissioning of the West Kowloon office on the traffic and people flow. If necessary, the TD would review the arrangement of designating loading/unloading spaces in a timely manner.

102. Ms CHEUNG Lui responded that the Police had deployed more personnel to patrol in the vicinity of Kimberley Street because of the increased people flow upon commissioning of the West Kowloon Office. If recycling vehicles were found to have occupied the roadside to load/unload goods for a long time, law enforcement personnel would warn the parties concerned and would instigate prosecution if the irregularity was not rectified after repeated warnings.

103. There being no further comments, the Chairman closed the discussion on this item.

**Item 11: Concern over Illegal Parking and Pick-up and Drop-off Activities of Cross-border Coaches at Scout Path, Tsim Sha Tsui**  
**(YTMTC Paper No. 22/2014)**

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104. The Chairman said that the written response of the Yau Tsim Police District of the HKPF (Annex 20) had been emailed to Members for perusal before the meeting. He then welcomed the following representatives to the meeting:

- (a) Ms Christine YUEN, Senior Transport Officer/Yau Tsim Mong and Mr TAI Seung-kun, Engineer/Yau Tsim of the TD;
- (b) Ms CHEUNG Lui, Assistant District Operations Officer (Yau Tsim) and Mr WONG Wing-ping, Officer-in-Charge, District Traffic Team (Yau Tsim District) (Atg) of the HKPF.

105. Mr CHAN Siu-tong supplemented the contents of the paper. He doubted if it was suitable to provide a cross border coach terminus at Scout Path.

106. The Chairman added that he had received repeated reports from residents near Scout Path that cross border coaches entering the coach terminus at Scout Path had to stop at the pedestrian crossing because of congestion at the junction. As a result, pedestrians and vehicles competed for road space and would easily cause accidents. He doubted if Scout Path was an ideal place for large coaches to pick up and drop off passengers. He suggested the TD extending the time of the traffic light signals for the left-turning vehicular movement

from Austin Road to Canton Road so as to control the traffic flow of Austin Road. He thanked the Police for establishing an ad-hoc unit to follow up on the traffic issue of Scout Path and asked about the work updates of the unit.

107. Mr TAI Seung-kun reported that the TD had adopted the Chairman's suggestion, but the result was not satisfactory. He continued that Scout Path had been designated as a 24-hour NSR zone. Coaches could only pick up and drop off passengers outside B. P. International Hotel ("BPIH"). To ease the traffic congestion between Shanghai Street and Austin Road, the TD was considering cancelling the loading/unloading area at BPIH or advancing its location.

108. The Chairman added that there was often double parking at Scout Path, which had obstructed the vision of pedestrians and endangered their safety.

109. Mr TAI Seung-kun replied that the problem of double parking had to be addressed by the Police's enhanced enforcement action.

110. Ms Christine YUEN added that there were 320 cross border coaches picking up and dropping off passengers at the coach terminus at Scout Path every day, in which most of them were coaches plying between Huanggang and Yau Tsim and long-haul cross border coaches. The loading/unloading area for non-franchised buses outside BPIH were for the use of tour coaches and shuttle buses plying between the hotel and MTR stations. She continued that the TD had reminded cross border coach operators to pick up and drop off passengers only at the cross border coach terminus at Scout Path to avoid blocking Scout Path.

111. Mr TAI Seung-kun proposed to extend the yellow box markings on westbound Austin Road to the junction of Scout Path. In that way, vehicles were forbidden to stop at Austin Road and traffic congestion could be alleviated.

112. The Chairman considered that the extension of yellow box markings might not be effective in alleviating the traffic congestion at Austin Road. He also said that most cross border coaches abided by the regulation and pick up or drop off passengers at the coach terminus at Scout Path. It was the tour coaches that had breached the regulation by picking up and dropping off passengers at Scout Path and caused congestion.

113. Ms CHEUNG Lui responded that the Police would keep an eye on the road condition of the vicinity of Scout Path. Law enforcement personnel would instigate prosecution against traffic offenders. She continued that the Yau Tsim Police District would set up ad-hoc units to tackle various traffic issues in the district. For example, the Yau Ma Tei Police Station had set up a traffic task force in February 2013. The Tsim Sha Tsui Police Station had deployed additional traffic wardens to step up enforcement action at black spots in Tsim Sha Tsui.

114. Mr CHAN Siu-tong referred to the remarks of the TD representative that there were over 300 coaches using the coach terminus at Scout Path daily. There were many coaches stopping at Scout Path to wait for passengers, sometimes even resulting in double parking. He considered that law enforcement alone by the Police was not a permanent solution to the problem of illegal parking. He suggested the TD tackling the problem of traffic congestion from the aspect of road design.

115. Mr Derek HUNG considered that extending the yellow box markings on westbound Austin Road would affect the traffic flow of Austin Road and was not very helpful in alleviating congestion. In addition, he recalled that there was a parking space for private

cars near the entrance of the coach terminus at Scout Path. He asked if the parking space had been removed. He suggested designating part of the vehicle turning circle on the section of Scout Path between the entrance of the Victoria Towers Car Park and the entrance of the Hong Kong Scout Centre Car Park as a loading/unloading bay for the exclusive use of tour coaches. Tour coaches could then be separated from other types of vehicles to avoid obstruction to Scout Path.

116. Mr HAU Wing-cheong said that Scout Path was so narrow that it was unable to accommodate over 300 cross border coaches daily. He asked if the TD could move the terminus of some cross border coaches to China Hong Kong City. In addition, he agreed with Mr Derek HUNG that the TD should consider providing loading/unloading spaces for tour coaches at the vehicle turning circle of Scout Path.

117. Mr HUI Hon-man proposed to set up electronic notice boards at Scout Path so that coach drivers were able to know the parking situation before entering Scout Path.

118. Mr TAI Seung-kun proposed to designate the loading/unloading area near the entrance of the Victoria Towers Car Park for the exclusive use of tour coaches, while the loading/unloading area for non-franchised buses outside BPIH would be removed.

119. Mr Derek HUNG believed that the proposal put forward by the TD representative could help to alleviate the congestion at Austin Road. He asked if it was feasible to locate the terminus of certain cross border coaches at Min Street in order to further relieve the traffic pressure of Scout Path.

120. The Chairman opined that the traffic in the vicinity of Min Street was seriously congested and was not suitable for the provision of a cross border coach terminus. He asked the TD to study the feasibility of designating the loading/unloading area near the entrance of the Victoria Towers Car Park for the use of tour coaches to pick up or drop off passengers.

121. There being no further comments, the Chairman closed the discussion on this item.

## **Item 12: Any Other Business**

### **(i) Mong Kok Road Footbridge System at Sai Yee Street — Extension Across Nathan Road (Progress Report as February 2014)** **(YTM TTC Paper No. 23/2014)**

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122. Ms WONG Shu-ming asked the HyD if the relocation of underground public utilities at Mong Kok Road was completed. She also asked about the expected commencement date of the extension of the footbridge on Mong Kok Road and whether the whole project was progressing as scheduled.

123. Mr FONG Wai-pang reported that the relocation of underground public utilities at Mong Kok Road was expected to complete in April. The HyD's contractor was conducting repair works of the road surface. The HyD anticipated that the whole project could finish in 2016 as scheduled.

### **(ii) 7<sup>th</sup> Report on CCTV Systems of Mong Kok Pedestrian Precinct** **(YTM TTC Paper No. 24/2014)**

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124. Members noted the contents of the information paper.

125. There being no further comments, the Chairman closed the discussion on this item.

**(iii) Opposition to 63X Buses Travelling via West Kowloon Corridor (“WKC”)**

126. The Vice-chairman indicated that he had been informed by the TD a week before that route 63X would be re-routed to the Tai Kok Tsui Flyover at WKC. He recalled that Ms KO Po-ling, Mr YIM Kin-ping and he had measured the noise level at the Tai Kok Tsui Flyover three years before. They found that the level had exceeded the standard set by the Environmental Protection Department. He strongly objected to the arrangement of 63X running along the Tai Kok Tsui Flyover and requested the TD to adopt feasible measures to alleviate the noise pollution of the Tai Kok Tsui Flyover.

127. Mr LAU Pak-kei objected to the arrangement of route 63X travelling along the WKC as it would aggravate the noise pollution. He said that if the TD insisted to implement the re-routing arrangement, it must adjust the service hours of the route so that nearby residents would not be affected by the noise generated by buses running along the WKC in the early morning or late night.

128. Ms KO Po-ling recalled that the TTC had clearly opposed the proposal of re-routing more bus routes to the WKC in the discussion of the Bus Route Development Plan the year before. The TD’s current decision to re-route 63X to the WKC was indeed an act against public opinion. She suggested that the TD launch a trial run of the re-routing arrangement of 63X and then conduct regular reviews of the impact of the arrangement on the noise level of the WKC.

129. Mr HUI Tak-leung quoted the remark of the TD representative made earlier at the meeting that the TD needed to collect data and heed the opinions of the local community before it could implement road improvement measures. However, in the case of route 63X, the TD insisted to divert the route to travel along the WKC notwithstanding Members’ objection to the re-routing arrangement of more bus routes to the WKC. He doubted that the TD simply acted at will instead of implementing road improvement measures based on the objective analysis of data and the opinions of stakeholders.

130. Ms Christine YUEN responded that the journey time of route 63X could be shortened by 8 to 10 minutes if the route was diverted to the WKC, benefitting passengers travelling between West New Territories (Yuen Long, Tuen Mun) and Mong Kok. She continued that the TD would seriously study Mr LAU Pak-kei’s proposal after the meeting. The TD would try not to allow route 63X to run along the WKC before 7:00 a.m. and after 10 p.m. so as to alleviate the noise impact on nearby residents. The TD would also conduct timely reviews of the effectiveness of the re-routing arrangement.

131. The Chairman shared Mr HUI Tak-leung’s views and requested the TD to explain why it insisted to re-route 63X to the WKC despite objection by the TTC.

132. Ms Christine YUEN responded that the TD would try to collect as many opinions as possible to enhance the traffic measures to be implemented. She explained that the frequency of route 63X was expected to be three per hour upon re-routing to the northbound WKC. The proposal could shorten the journey time, thus benefitting passengers who travelled between West New Territories and Mong Kok.

133. The Chairman said that in the discussion of items 2 and 3, the TD representative

attributed the failure of the implementation of road improvement measures in Cherry constituency to the objection received in the course of district consultation. However, the TD decided to re-route 63X although Members and residents near the WKC had objected to the re-routeings of more buses to the WKC. He was dissatisfied at the TD that it adopted different practices in handling objections without giving clear explanations.

134. Mr LAU Pak-kei criticised the TD for disregarding other views. As the re-routeing of 63X had already been finalised, he was more concerned about the details and asked about the official implementation date of the arrangement. He also referred to the remark of the TD representative that the TD would try not to arrange for route 63X to run along the WKC before 7:00 a.m. and after 10:00 p.m. He would like to know the details of the routeing of 63X during that period.

135. Mr HAU Wing-cheong suggested the TD flexibly handle the re-routeing arrangement of 63X to the WKC. For example, it could arrange for the route to travel along other roads in the late night in order to strike a balance between the need to shorten the journey time and to reduce the noise impact on the WKC.

136. The Vice-chairman was disappointed at the TD's reply. He pointed out that the problem of traffic congestion at Anchor Street and Beech Street had been in existence for years. The TD put aside the road improvement measures at Anchor Street and Beech Street simply because of the objection of a single stakeholder. On the contrary, Members had repeatedly clearly stated their objection to the re-routeing arrangement of bus routes to the WKC at TTC meetings, but the TD insisted to implement the arrangement. He found it completely unacceptable that the TD had practised double standards and disregarded Members' views.

137. Ms Christine YUEN responded that the TD would take Members' views into careful consideration whenever there were district consultations. She indicated that in the 2013-2014 Bus Route Development Programme for the Yau Tsim Mong District, the relevant bus company intended to re-route more bus routes via the WKC. The TD understood that Members were concerned about the traffic noise impact of the WKC and had accordingly reduced the number of routes being diverted to the WKC with a view to minimising the impact on nearby residents. She continued that the KMB had submitted an application to the TD for the implementation of re-routeing 63X to the WKC starting from late March 2014. The TD was discussing with the KMB the routeing of the bus in the early morning and late night. She would reflect Member's views and concerns to the subject officer of the TD after the meeting.

(Post-meeting note: The TD had sent a letter to Members on 21 March 2014 (Annex 21), indicating that route 63X would travel along the WKC from 29 March 2014 onwards. Buses departing from Jordan would not use the WKC before 7:00 a.m. and after 10 p.m.)

138. There being no further comments, the Chairman closed the discussion on this item.

139. There being no other business, the Chairman closed the meeting at 5:33 p.m. The next meeting would be held at 2:30 p.m. on 22 May 2014.

Annex 1

油尖旺區議會交通運輸委員會第 16 / 2014 號文件

油尖旺區議會  
交通運輸委員會會議  
第十三次會議

九龍巴士（一九三三）有限公司之回應

有關陳偉強議員「要求改善海泓道九巴路線脫班問題 爭取更多過海巴士路線途經海泓道」的議題

2E 線每日行走九龍城碼頭與白田之間，平日上午 5 時 45 分至晚上 11 時 50 分，約每 15 至 20 分鐘由九龍城碼頭開出一班；平日上午 5 時 50 分至晚上 11 時 50 分，約每 12 至 20 分鐘由白田開出一班。

914 線每日行走海麗邨與銅鑼灣（天后）總站之間，平日上午 6 時 25 分至晚上 10 時 36 分，約每 10 至 19 分鐘由海麗邨開出一班；平日上午 6 時 30 分至晚上 11 時 05 分，約每 12 至 18 分鐘由銅鑼灣（天后）總站開出一班。

本公司一直有密切留意 2E 及 914 線的運作情況，並透過靈活調配班次，盡力為乘客提供適切的服務。然而，沿途交通情況及上落客量或會影響巴士抵達中途站接載乘客。

我們已備悉海泓道居民要求加密 2E 及 914 線班次之意見。九巴在訂定服務班次時，會考慮多方面因素，包括乘客需求、服務地區範圍、乘客的乘車模式、交通流量及營運成本效益等。任何班次的修訂，亦必須得到運輸署批准，方可予以執行。根據運輸署的指引，個別路線如果要增加班次，需要在繁忙時段最繁忙的半小時內的載客率達 100%，以及在該一小時內的載客率達 85%；或在非繁忙時段內的最繁忙一小時的載客率達 60%，便會考慮增加車輛行走，以提高服務水平。現時 2E 及 914 線在繁忙時段最繁忙的半小時內的載客率尚未達到運輸署批准加班的指標。

現時海泓道居民如需前往港島區，可於柏景灣站及富榮花園站乘搭 914、914X 及 914P 線，或先乘搭 914、914X 及 914P 線，於西區海底隧道站以轉乘優惠轉乘一系列的過海巴士路線，繼續前往港島不同地區。對於有關增加過海巴士路線途經海泓道的建議，現階段，我們會繼續密切監察 914、914X 及 914P 線的班次與服務，如乘客需求有所增加，於適當時候會與運輸署商討服務調整方案。

無論如何，我們已提醒外勤員工密切監察 2E 及 914 線的班次與服務，尤其是上午繁忙時段的乘客需求，有需要時會彈性調整班次，以配合乘客的交通需要。

2014 年 3 月

## Annex 2

油尖旺區議會交通運輸委員會第 18 / 2014 號文件

### 油尖旺區議會 交通運輸委員會會議 第十三次會議

#### 九龍巴士（一九三三）有限公司之回應

#### 有關劉柏祺議員及蔡少峰議員「要求正視途經大角咀區巴士路線脫班問題」的議題

2E、12、18、31B 及 914 線途經市區主要繁忙路段，由於每天路面交通流量變化較大，沿途交通情況及上落客量等因素均會影響巴士的預計行車時間，因而對班次的穩定性帶來負面影響。九巴不時對各巴士路線的行車時間作出檢討，如有需要，我們會主動向運輸署提出修訂行車時間表，以反映真實運作情況。

九巴建議政府當局每年量度平均巴士車速，以及監測每條巴士線的行車時間變化，針對行車時間增加的路線，適時與巴士公司理順有關路線的行車時間表，以繼續為乘客提供適切的巴士服務。

車長人手方面，2011 年受最低工資的漣漪效應影響，即使巴士車長薪酬待遇早已超越最低工資，整體運輸業界人手仍然出現流失，以致運輸勞動市場供應緊張。此外，九巴由 2010 年至 2012 年逐步延長車長用膳時間至一小時，因而需要進一步增聘超過 400 名車長。我們亦積極安排後備車長替補脫勤車長，一般後備人手以平均中位數計算，然而車長因病缺勤的情況於不同日子有時會出現較大偏差。無論如何，九巴在供不應求的勞動市場中亦不斷加強車長招聘。

現時，九巴設有多個部門，回應議會及乘客的疑問，建立良好溝通渠道。乘客可以透過顧客服務熱線（2745 4466）、傳真熱線（2745 0600）或書面郵遞向我們查詢路線資料或表達意見，時刻與乘客保持緊密聯繫。

2014 年 3 月

檔案編號：CC/L2/092/14/PC

敬啟者：

有關：要求改善海泓道九巴路線脫班問題 爭取更多過海巴士路線途經海泓道

多謝 貴會於2月26日就上述事宜來函轉達議員的意見(交通運輸委員會第16/2014號文件)。  
現謹覆如下：

我們已備悉有關意見。經有關部門仔細分析後，過海巴士路線如 904 及 905 號線，若繞經海泓道，行車時間將增加約 10 分鐘，有關建議並要相應調低班次以彌補額外所需的行車時間，或抽調服務其他路線的車輛應付營運，惟兩者皆會對兩條路線現有每日約三萬人次或其他路線的乘客構成影響，亦會降低巴士營運效率。基於上述考慮，我們需維持現有安排。

914 號線為新巴及九巴聯合經營。根據 914 號線的客量紀錄，顯示該線往銅鑼灣方向的全日最高載客率約為七成至八成，往海麗邨方向約為五成至六成，現有服務水平大致滿足客量需求，亦未符合運輸署的加車指引，故公司需維持現有安排。我們會繼續密切留意該線的運作及乘客需求，適時作出檢討。

再次多謝 貴會對新巴服務的關注。謝謝！

此致  
油尖旺區議會  
交通及運輸委員會秘書  
文淑欣女士

新世界第一巴士服務有限公司  
公眾事務經理



李建樂 謹啟

2014年3月6日



周大福企業及新創建集團成員  
Member of Chow Tai Fook Enterprises and NWS Holdings

Annex 4

油尖旺區議會交通運輸委員會第17/2014號文件

檔案編號：CC/L2/093/14/PC

敬啟者：

有關：要求由機場開出的 A21 及 E21 巴士途經大角咀並增設落客點

多謝 貴會於2月26日就上述事宜來函轉達議員的意見(交通運輸委員會第17/2014號文件)。  
現謹覆如下：

我們已備悉有關意見。經有關部門仔細分析後，E21 號線前往維港灣方向的服务若繞經大角咀，行車時間將增加約 8 至 10 分鐘，而 A21 號線往紅磡站方向的服务若繞經大角咀，行車時間將增加約 10 至 15 分鐘，有關建議並要相應調低班次以彌補額外所需的行車時間，或抽調服務其他路線的車輛應付營運，兩者皆會對兩線現有乘客造成影響，亦會降低巴士營運效率。基於上述考慮，我們需維持現有安排。

再次多謝 貴會對兩巴服務的關注。謝謝！

此致  
油尖旺區議會  
交通及運輸委員會秘書  
文淑欣女士

城巴有限公司  
公眾事務經理

李建樂 謹啟

2014年3月6日



Annex 5

油尖旺區議會交通運輸委員會第18/2014號文件

周大福企業及新創建集團成員  
Members of Chow Tai Fook Enterprises and NWS Holdings

檔案編號：CC/L2/091/14/PC

敬啟者：

有關：要求正視途經大角咀區巴士路線脫班問題

多謝 貴會於2月26日就上述事宜來函轉達議員的意見(交通運輸委員會第18/2014號文件)。  
現謹覆如下：

我們已備悉有關意見。新巴城巴一向致力為乘客提供優質的巴士服務。兩巴大部份路線行經港九繁忙路段，故班次穩定性容易受路面情況影響。面對經常性的延長行車時間，兩巴已不斷檢討及修正巴士運作的時間表，透過調整班次以維持服務。市區路面空間有限而且經常有遊行及各項大型活動舉行(例如書展、工展會、年宵市場等)，加上交通意外、違例泊車、行車線封閉，均造成區域性的交通擠塞。與其他道路使用者一樣，兩巴不可能預測突發路面障礙的時間、地點，及影響交通的程度，兩巴可作的即時應變措施亦有限，脫班是無可避免。

公司雖然有安排後備車長替補因病臨時缺勤的車長，但後備車長之數量偶然或會因臨時缺勤的車長人數突然增加而不足應付替補需要；公司會因應車長缺勤之情況，定期調整後備車長之數目。針對車長人手問題，公司已實行多項措施改善情況，包括擴闊招聘渠道、檢討車長薪酬福利及改善車長工作環境等，培訓持私家車駕駛執照之人仕成為車長以改善車長短缺的情況。然而，香港各行各業都面對勞工短缺問題，聘請車長亦有困難。

車輛方面，公司嚴格遵守運輸署的安全指引和要求，定期為每輛巴士保養維修，確保機件可靠、安全。兩巴亦有後備車輛以替補需要維修之巴士，唯調動後備巴士到壞車地點需時，故未能即時替補所有班次。

針對脫班問題，兩巴已於行車時間表、車輛保養維修及招聘人手等多方面採取改善措施。措施實行後，新巴、城巴(一)及城巴(二)於2013年的脫班比率已分別下降至2.56%、1.98%及0.97%。

再次多謝 貴會對兩巴服務的關注。謝謝！

此致  
油尖旺區議會  
交通及運輸委員會秘書  
文淑欣女士

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周大福企業及新創建集團成員  
Members of Chow Tai Fook Enterprises and NWS Holdings

新世界第一巴士服務有限公司  
城巴有限公司  
公眾事務經理

李建樂 謹啟

2014年3月6日

要求改善大角咀區巴士路線服務脫班問題  
及爭取更多過海巴士路線途經巴士路線途經海泓道

目的

本文件旨在回應油尖旺區議會交通運輸委員會委員文件第 16/2014 號及第 18/2014 號中，委員對標題事項提出的意見及提問。

大角咀區巴士路線服務脫班問題

2. 運輸署一向非常關注專營巴士服務的穩定性，亦理解這是與市民生活息息相關的事情。運輸署及巴士公司不時檢討現行的措施及運作，以期進一步提升巴士服務質素。

3. 運輸署不時透過進行實地調查及視察、審視巴士公司定期提交的報告，以及藉乘客的投訴或建議等渠道，密切監察巴士的服務水平；並會對那些在乘客人數方面有明顯及持續的改變、投訴率偏高、或服務剛作出改動的巴士路線的營運記錄，特別加以留意。在有需要時，本署會與巴士公司商討改善服務的方案。如發現某路綫或某組路綫有任何問題或服務不足之處，例如受交通擠塞問題影響，運輸署會與有關方面商討，針對問題建議改善方案，例如實施交通管理計劃、修改行車路綫或調整行車時間表及班次等。如有關問題在於營運方法、車長不足或巴士經常故障，運輸署會要求有關專營巴士公司作出改善。

4. 而就多條行經大角咀區及海泓道的巴士服務而言，如九巴第 2E、12、18 及 31B 號及過海隧道巴士路線第 914 號等，運輸署在過去半年亦與專營巴士做了大量工作，包括分析脫班原因，並要求專營巴士公司針對其可控制範圍內的脫班及延誤成因，採取適時和有效的改善措施，提供服務。至於其他外在因素，本署亦敦促巴士公司盡量採取合適措施應對。有關路線的於 2013 年下半年度脫班情況亦有改善。惟個別路線的穩定性亦可能偶爾受到沿途交通情況及上落客人數等因素影響。有關巴士線在過去

半年的投訴數字載於附件。

5. 就巴士班次問題，居民除可向巴士公司與車長直接反映外，亦可向交通投訴組、運輸署和 1823 電話查詢中心等渠道作出反映。在收到每宗反映的個人情況就每宗未能符合要求的個案(包括脫班個案)，運輸署會要求有關巴士公司調查因由和採取適當行動加以糾正。

6. 運輸署會繼續密切監察各專營巴士公司提供服務的情況，並會責成專營巴士公司採取適時和有效的改善措施，提供服務。

#### 爭取更多過海巴士路線途經巴士路線途經海泓道

7. 在考慮是否加設新巴士路線時，調整現有路線不能滿足需求，沒有可行的替代交通服務及接駁鐵路或在鐵路範圍以外的新巴士服務將予優先考慮。在批選新的巴士路線時，我們亦會考慮新路線對交通擠塞道路及主要幹道的影響，並盡量避免開設長程巴士路線或途經交通繁忙地區的路線，例如旺角、尖沙咀、中環、灣仔及銅鑼灣等。

8. 我們亦會鼓勵巴士公司在適當及可行的地點，設立更多與鐵路或其他巴士線的轉乘計劃，讓乘客可利用轉乘優惠前往不同的目的地，以避免開辦過多長程及直接「點到點」的巴士服務。

9. 現時柏景灣的居民除了可選乘港鐵服務外，居民可於櫻桃街奧海城對出的巴士站乘搭過海隧道巴士路線第 904(荔枝角-堅尼地城)及第 905(荔枝角-灣仔)，以及在海泓道乘搭過海隧道巴士路線第 914 號(海麗邨-銅鑼灣(天后))及 914X(海麗邨-銅鑼灣(天后))號。此外，居民亦可選乘專線小巴路線第 43M(大角咀(櫻桃街)至油麻地地鐵站(循環線))及 79K(旺角(柏景灣)至旺角東站(循環線))號前往旺角/油麻地，再轉乘多條途經海底隧道的過海隧道巴士路線往港島。

10. 根據最近相關巴士路線在最高載客量的中途站進行服務水平調查，結果顯示九巴第 2E(白田-九龍城碼頭)及隧巴第 914 號(海麗邨-銅鑼灣(天后))總站於繁忙時間的服務水平均能應付乘客需求，服務並沒有出現乘客滯後的情況。結果顯示有關路線

現時的服務已大致能應付乘客需求。

11. 雖然如此，運輸署會與巴士公司密切留意上述路線的運作及服務情況，包括其整體的班次服務水平，有需要時要求巴士公司加強有關路線的班次服務，以配合居民的需求。

運輸署

2014 年 3 月

大角咀區巴士路線在過去六個月就班次服務的投訴數字

路線	目的地	2013 年 7 月至 12 月的投訴數字
九巴第 2E 號線	白田-九龍城碼頭	12
九巴第 12 號線	海荔邨-尖沙咀東(麼地道)	5
九巴第 18 號線	深水埗(東京街)-愛民(循環線)	11
九巴第 31B 號線	石籬-奧運站	8
隧巴第 914 號線	海荔邨-銅鑼灣(天后)	25

要求由機場開出的 A21 及 E21 巴士途經大角咀並增設落客點

就劉柏祺議員及蔡少峰議員要求機場巴士路線第 A21 號及 E21 號由機場開出的班次行經大角咀的建議，運輸署現回應如下：

運輸署與巴士公司已仔細研究延長機場巴士路線第 A21 號(紅磡站-機場)及 E21 號(維港灣-亞洲博覽館)行車路線由機場開出的班次行經大角咀道及深旺道的建議，並需從多方面作考慮，例如乘客的需求、現時公共運輸服務的情況與乘客需求是否相符、建議的服務是否合乎營運效益、及該建議對現有乘客及其他公共運輸服務的影響等各因素。

考慮到有關建議會延長現有路線的行程及分別增加其行車時間約 10 至 15 分鐘及 8 至 10 分鐘，若利用現有資源行走上述延長路線，有關路線之服務水平將顯注受影響。現時，機場巴士路線第 E21 號在回程時，乘客可選擇於櫻桃街銘基書院對面的巴士站或在維港灣公共運輸交匯處落車後，返回大角咀。

因此，為顧及整體乘客之利益，恕本署及巴士公司暫不支持有關延長路線的建議。儘管如此，本署已備悉有關意見，並會要求巴士公司將有關建議作為日後發展的參考。

運輸署

2014 年 3 月



周大福企業及新創建集團成員  
Member of Chow Tai Fook Enterprises and NWS Holdings

檔案編號：CC/L2/145/14/PC

敬啟者：

有關：要求由機場開出的 A21 及 E21 巴士途經大角咀並增設落客點

多謝 貴會委員在3月13日交通及運輸委員會會議上就上述事宜表達意見。我們已備悉各委員意見，經有關部門仔細研究及分析後，現謹覆如下：

在策劃巴士路線時，公司須考慮可動用資源、行車路線的吸引力、其他交通工具的競爭程度、營運效益及財務負擔等因素。城巴往來市區及機場、大嶼山的巴士路線為長途服務，而長途路線需要為乘客提供快捷的服務以加強吸引力，並行駛主要幹道以方便大部份乘客乘車。故此，我們安排往來市區及機場、大嶼山的巴士路線行走最直接的路線，以方便乘客。

A21 號線往紅磡站方向的班次若於深旺道後行經櫻桃街、大角咀道、櫻桃街、亞皆老街、新填地街及旺角道以代替現時行經東京街西、通州街、西九龍走廊、太子道西及荔枝角道，行車時間將增加最多約 17 分鐘，會延長每日約 3,500 名在太子及油尖旺區上落車乘客之車程，佔全日往九龍方向超過九成乘客，大大降低路線的吸引力。改道後亦需取消現時位於旺角維景酒店的巴士站，現時每日於該站上落車約 370 名乘客因而需步行較遠距離上落，構成不便。由於新填地街及旺角道交通經常擠塞，預料建議亦會令行車時間及班次不穩定。同時，由於行車時間延長，我們要相應調低該線班次以作彌補，每日來回方向一共約 6,000 名乘客會受影響。

另外，E21 號線往大角咀(維港灣)的班次若繞經深旺道，需改行海輝道、櫻桃街及海帆道往維港灣巴士總站，全程行車時間將增加約 5 分鐘，並會影響現時每日約 203 名在浪澄灣及維港灣下車的乘客。同時，有關建議要相應調低班次以彌補額外所需的行車時間，會對每日約 5,800 名乘客造成影響，或需抽調服務其他路線的車輛應付營運。此外，由於 E21 號線行經旺角區的繁忙路段，調低該線班次或會加重繁忙時段的載客量，並更加延長其行車時間。

基於上述考慮，我們需維持 A21 及 E21 號線現時的路線安排。

再次多謝 貴會對兩巴服務的關注。謝謝！

此致  
油尖旺區議會  
交通及運輸委員會  
葉傲冬主席



周大福企業及新創建集團成員  
Member of Chow Tai Fook Enterprises and NWS Holdings

城巴有限公司  
公眾事務經理

李建樂 謹啟

2014年5月12日



周大福企業及新創建集團成員  
Member of Chow Tai Fook Enterprises and NWS Holdings

檔案編號：CC/L2/165/14/PC

敬啟者：

多謝 貴會委員在3月13日交通及運輸委員會會議上就914號線的服務表達意見。我們已備悉各委員意見，現謹覆如下：

我們已備悉有關意見。針對 914 號線班次不穩定及路面的突發情況，公司已指示前線員工特別留意該線的班次，在有需要時盡量優先調配車輛及調節其班次，以提供適切及穩定的服務。另外，經運輸署處理沿線交通擠塞黑點，沿線的路面擠塞情況亦有改善。根據該線最近的營運紀錄，該線的班次已較以往穩定，四月份的脫班率低於百份之一。我們會繼續密切留意該線的運作，致力維持可靠之服務。

再次多謝 貴會對新巴服務的關注。謝謝！

此致  
油尖旺區議會  
交通及運輸委員會  
葉傲冬主席

新世界第一巴士服務有限公司  
公眾事務經理

李建樂 謹啟

2014年5月12日



# 運輸署

Transport Department

本署檔號 Our Ref.: KR155/250-3 (O)  
電 話 Tel.: 2399 2482

傳真文件  
2722 7696

九龍旺角聯運街 30 號  
旺角政府合署 4 樓  
油尖旺區議會轄下  
交通運輸委員會  
葉傲冬主席及各位委員

葉主席及各位委員：

## 要求由機場開出的 A21 及 E21 巴士途經大角咀並增設落客點

繼於 2014 年 3 月 13 日油尖旺區議會交通運輸委員會會議上，各委員就上述事宜作出討論後，要求運輸署再次研究及交代上述改道建議的回應。本署經與巴士公司再次跟進後，現謹覆如下：

運輸署與巴士公司已再次仔細研究延長機場巴士路線第 A21 號(紅磡站-機場)及 E21 號(維港灣-亞洲博覽館)行車路線由機場開出的班次行經大角咀道及深旺道的建議，並重申需從多方面作考慮，例如乘客的需求、現時公共運輸服務的情況與乘客需求是否相符、建議的服務是否合乎營運效益、及該建議對現有乘客及其他公共運輸服務的影響等各因素。

經再次仔細考慮及評估後，建議上述路線回程時改經深旺道將會延長現有上述路線的行車時間分別約 10 至 15 分鐘及 8 至 10 分鐘。由於行車時間大幅延長，若利用現有資源行走上述延長路線，有關路線之來回方向整體服務水平亦將顯注受影響及須調低，巴士公司估計第 A21 號及 E21 號路線每日將約有 6,000 及 5,800 名乘客受。

現時，大角咀居民可選乘東涌線往奧運站由機場/東涌返回大角咀，同時亦可考慮乘坐機場巴士路線第 E21 號於櫻桃街銘基書院對面的巴士站或在維港灣公共運輸交匯處落車後，返回大角咀。

因此，為顧及整體乘客之利益，恕本署及巴士公司未能支持有關延長路線的建議。儘管如此，本署已備悉有關意見，並會要求巴士公司將有關建議作為日後發展的參考。

市區(九龍)及新界分區辦事處  
Urban (Kln.) & NT Regional Offices  
九龍聯運街三十號旺角政府合署七樓及八樓  
7th & 8th Floors, Mong Kok Government Offices, 30 Luen Wan Street, Kowloon.  
圖文傳真 Fax No.: 2381 3799 (新界區) (NTRO) 2397 8046 (九龍市區) (U(K)RO)  
網址 Web Site: <http://www.td.gov.hk>

謝謝主席及各位委員對上述公共事務的關注。

運輸署署長

(袁妙珍



代行)

2014年5月14日

副本送：

總運輸主任/九龍

運輸主任/旺角

運輸主任/油尖



# 運輸署

Transport Department

本署檔號 Our Ref.: KR155/250-3 (O)  
電 話 Tel.: 2399 2482

傳真文件  
2722 7696

九龍旺角聯運街 30 號  
旺角政府合署 4 樓  
油尖旺區議會轄下  
交通運輸委員會  
葉傲冬主席及各位委員

葉主席及各位委員：

## 改善九巴第 2E 號及隧巴第 914 號服務的穩定性

繼於 2014 年 3 月 13 日油尖旺區議會交通運輸委員會會議上，各委員就上述事宜作出討論後，要求運輸署與巴士公司就改善九巴第 2E 號及隧巴第 914 號服務的穩定性的事宜作書面回應。本署經與巴士公司再次跟進後，現謹覆如下：

### 九巴第 2E 號

運輸署不時監察九巴第 2E 號路線的服務，並一直透過實地調查及視察、審視九巴定期提交的報告及與九巴營辦商舉行會議等密切監察服務的情況。

運輸署曾於 2014 年 1 月進行定期服務水平調查。調查結果顯示九巴第 2E 號線於海麗邨巴士總站開出的班次與編訂的相若，亦符合運輸署批准的服務詳情表要求。惟個別班次可能偶爾受到沿途交通情況及上落客人數等因素影響，致使班次到達中途站的時間有不同。運輸署亦察覺到在九巴第 2E 號線的服務大致正常，唯在下午時段因佐敦道一帶交通繁忙而增加實際行車時間，繼而影響其班次穩定性，需經常安排特別班次到中途站接載乘客，以期儘量減輕因脫班對中途站候車乘客的影響。自九巴於 2013 年 11 月檢討運作安排後，其路線的脫班率及班次不準的投訴亦相應減少。

運輸署會繼續密切監察九巴第 2E 號路線的運作。

## 隧巴第 914 號

運輸署不時監察隧巴第 914 號路線的服務，並一直透過實地調查及視察、審視巴士公司定期提交的報告及與巴士公司營辦商舉行會議等密切監察服務的情況。

運輸署曾於 2014 年 2 月進行定期服務水平調查。調查結果顯示隧巴第 914 號路線往九龍的服務（尤其在下午繁忙時間）或因其行車路線沿途一帶交通繁忙而增加實際行車時間，繼而影響其班次穩定性。有見及此，本署已敦促巴士公司需留意該路線的運作及其班次的穩定性。同時，本署亦要求巴士公司加強總站的車務人員與車長及外勤人員的溝通，以即時了解沿途交通狀況及乘客需求，以在有需要時靈活調配車輛，調整總站開出班次的時間或於中途站加開特別班次，以盡量減低乘客不必要的等候時間。

運輸署同時於 2014 年 5 月中旬與巴士公司會面，商討解決隧巴第 914 號路線的班次不準的問題，會上巴士公司同意仔細研究其路線運作，並會盡快向運輸署提交新運作安排的申請。此外，為減低路線受沿線繁忙路段，包括禮頓道、摩利臣山道、天樂里、波斯富街和邊寧頓街繁忙交通的影響，在 2014-2015 年度的巴士路線發展計劃中，巴士公司建議隧巴第 914 號路線在銅鑼灣來回方向的路線改經怡和街而不經深旺道，以改善該路線的穩定性。

運輸署會繼續密切監察隧巴第 914 號路線的運作，有需要時與巴士公司研究及商討適當的改善措施。

謝謝主席及各位委員對上述公共事務的關注。

運輸署署長

（袁妙珍



代行)

2014 年 5 月 14 日

副本送：

總運輸主任/九龍

高級運輸主任/深水埗

運輸主任/深水埗

運輸主任/旺角

Annex 12

油尖旺區議會交通運輸委員會第 19/2014 號文件

油尖旺區議會  
交通運輸委員會會議  
第十三次會議

九龍巴士（一九三三）有限公司之回應

有關黃頌議員、黃建新議員及黃舒明議員「要求九巴增設學生乘車優惠」的議題

現凡 12 歲以下的小童在乘搭九巴時，均可獲半費乘車優惠；而每位繳付全費的乘客更可免費攜同兩名 4 歲以下而不佔座位的小童乘搭巴士。此外，九巴現時約有七成路線設有分段收費，以及提供不同的八達通巴士轉乘優惠組合，方便乘客以優惠車資前往不同地區。

現時，政府提供的「學生車船津貼計劃」已為介乎 12 歲至 25 歲有需要的全日制學生提供交通津貼。九巴備悉增設學生乘車優惠的訴求。如政府更改資助方式或擴展資助計劃至所有學生，九巴定必積極配合。

2014 年 3 月

### 要求九巴增設學生乘車優惠

就黃頌議員、黃建新議員及黃舒明議員就要求九巴增設學生乘車優惠的建議，運輸署現回應如下：

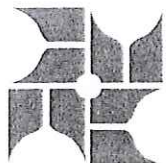
現時各專營巴士公司、港鐵及香港電車均會向 12 歲以下兒童提供票價優惠。其中專營巴士公司會免收 4 歲以下兒童(不佔用座位)的車費，而 12 歲以下至 4 歲的兒童則收取成人單程車費的半價。

政府一向鼓勵公共交通營辦商因應其營運情況及社會經濟環境，盡可能調低收費或提供優惠措施，以減低市民的公共交通開支。現時，各專營巴士公司都有為乘客提供多項不同類型的票價優惠，例如分段收費、巴士轉乘優惠、小童半價優惠，以及長者半價優惠等。基於自由營商的精神，提供票價優惠屬個別公共交通營辦商的商業決定。我們會繼續鼓勵各專營巴士公司在確保能夠維持適當及有效率的公共交通服務情況下，繼續為乘客提供票價優惠。

政府一向有實施針對性的措施協助有需要的人士。由學生資助辦事處管理的「學生車船津貼計劃」，已可為經濟上有需要的學生提供往返學校的交通費資助。

運輸署

2014 年 3 月



油尖旺區議會

YAU TSIM MONG DISTRICT COUNCIL

檔號：( ) in HAD YTMD C 13-30/2/1 Pt.

電話：2399 2567

傳真：2722 7696

香港灣仔  
告士打道 7 號  
入境事務大樓 41 樓  
運輸署署長  
楊何蓓茵女士, JP  
(經辦人：袁妙珍女士)

人手派遞及傳真 (2397 8046)

何女士：

要求巴士公司增設學生乘車優惠

在 2014 年 3 月 13 日油尖旺區議會交通運輸委員會第十三次會議上，委員曾討論標題事項。

委員表示，現時年滿 65 歲的長者及 12 歲以下的兒童，搭乘巴士方可享有半價優惠，但 12 歲或以上的全日制學生尚在求學階段，他們大多沒有工作收入，卻要繳付成人車資，有關安排並不妥當。委員希望巴士公司能參照香港鐵路有限公司的現行措施，同樣為全日制學生提供車資優惠，以造福莘莘學子，回饋社會。

當天會上，九龍巴士(一九三三)有限公司代表未有正面回應委員的訴求，為此，委員通過致函運輸署，請貴署以利民為原則，籲請各巴士公司認真考慮委員的建議，制訂全日制學生乘車優惠計劃，早日推行。

油尖旺區議會  
交通運輸委員會主席

葉傲冬

副本送：九龍巴士(一九三三)有限公司  
(經辦人：黃勁文先生)(傳真：2786 8903)  
新創建交通服務有限公司  
(經辦人：李建樂先生)(傳真：2147 3611)

2014 年 3 月 20 日



周大福企業及新創建集團成員  
Members of Chow Tai Fook Enterprises and NWS Holdings

檔案編號：CC/L2/121/14/IL

敬啟者：

多謝 閣下於 3 月 20 日副本抄送本公司反映市民對乘車優惠的意見。現謹覆如下：

我們已備悉有關意見，現時兩巴已為乘客提供多項車資優惠，包括：長者及兒童車資半價優惠、城巴機場快線即日回程車資折扣優惠，以及多項八達通巴士轉乘優惠組合等，各項車資優惠均令公司收入減少。面對現時十分艱難的經營環境，包括：鐵路競爭、工資上升、燃油價格反覆高企及隧道加費，兩巴必須確保穩健的財政狀況，以繼續維持優質的公共巴士服務。

此外，新巴城巴的營運主要只靠巴士服務的票務收入，而每個公共交通營辦商的營運策略、收入、成本以及可提供的優惠亦有差異，故不能直接比較。鑑於上述原因，我們會維持現有收費安排。

再次多謝 閣下對本公司服務的關注。謝謝！

此致  
油尖旺區議會  
交通及運輸委員會  
葉傲冬主席

新世界第一巴士服務有限公司  
城巴有限公司  
公眾事務經理

李建樂 謹啟

2014 年 5 月 12 日

副本抄送：運輸署

城巴有限公司  
Citybus Limited

香港柴灣創富道8號 8 Chong Fu Road, Chai Wan, Hong Kong  
電話 Tel (852) 2963 4888 傳真 Fax (852) 2579 0202  
網址 Website [www.citybus.com.hk](http://www.citybus.com.hk)

新世界第一巴士服務有限公司  
New World First Bus Services Limited  
(Incorporated in the British Virgin Islands with limited liability)  
香港柴灣創富道8號 8 Chong Fu Road, Chai Wan, Hong Kong  
電話 Tel (852) 2136 2140 傳真 Fax (852) 2147 3611  
網址 Website [www.nwfb.com.hk](http://www.nwfb.com.hk)



**運輸署**

**Transport Department**

本署檔號 Our Ref.: TD BR 70/163-6

來函檔號 Your Ref.:

電話 Tel.: 2829 5305

傳真 Fax.: 2802 2679

傳真: 2722 7696

九龍旺角聯運街30號  
旺角政府合署4樓  
油尖旺區議會秘書處  
油尖旺區議會交通運輸委員會  
葉傲冬主席及各位委員

葉主席及各位委員：

要求巴士公司增設學生乘車優惠

繼於本年3月13日油尖旺區議會交通運輸委員會會議上，各委員就上述事宜作出討論後，要求運輸署請巴士公司認真考慮委員要求巴士公司提供學生乘車優惠的建議。本署與巴士公司跟進後，現回覆如下：

本署理解議員對學生車費的關注，亦十分明白市民對減低交通費的訴求。事實上，對於有需要的人士，政府一向有實施針對性的措施去提供協助。透過由學生資助辦事處管理的「學生車船津貼計劃」，政府現時已為經濟上有需要的學生提供往返學校的交通費資助。

本署已向巴士公司反映貴會就提供學生乘車優惠的訴求，使他們作決定時能瞭解及考慮市民對票價優惠的殷切期望。政府一直鼓勵巴士公司因應其營運情況及社會經濟環境，盡可能調低收費或提供優惠措施，以減低市民的公共交通開支。事實上，現時各主要公共交通營辦商，皆有為乘客提供多項不同類型的票價優惠，有助減輕市民的交通費負擔。

巴士公司考慮有關意見表示，基於現時的經營環境及營運情況，他們須確保穩健的財政狀況以繼續維持優質的公共巴士服務，現階段未有計劃提供建議的車費優惠。基於自由營商的精神，提供

票價優惠屬個別公共交通營辦商的商業決定。雖然如此，本署會繼續鼓勵各巴士公司在確保能夠維持適當及有效率的公共交通服務情況下，繼續積極考慮為乘客提供各種票價優惠。

感謝貴會對巴士服務的關注。

運輸署署長

(甘慧明  代行)

2014年5月14日

# The "Star" Ferry Company, Limited

Registered Office : 16/E, Ocean Centre,  
Harbour City,  
Canton Road,  
Kowloon, Hong Kong.



Correspondence Address : Kowloon Pier, Tsim Sha Tsui,  
Kowloon.  
Telephone : 2118 6228  
Fax : 2118 6028  
E-mail: sf@starferry.com.hk

Your Reference:

Our Reference:

九龍聯運街三十號  
旺角政府合署四樓  
油尖旺區議會交通運輸委員會

## Annex 17

油尖旺區議會交通運輸委員會第 20 / 2014 號文件

執事先生/女士:

本公司就貴委員會八位委員於今年 2 月 21 日提案要求本公司放寬規定允許乘客攜同寵物登船一事，本公司有以下回應：

根據香港法例第 104A 章《渡輪服務規例》第 17 條對渡輪上的動物的限制，在未得渡輪服務持牌人職員的准許情況下，任何人不得將犬隻、雀鳥或其他動物帶上正用作領牌服務的渡輪，或帶進留供使用領牌服務的乘客作登船用的其他地方或碼頭。此外，根據香港法例第 104E 章《天星小輪有限公司附例》第 10 條對動物或雀鳥的限制，在事先未得到本公司當值職員准許下，任何人士不得將動物或雀鳥帶上本公司的任何船隻或帶進本公司的任何處所。

儘管以上規定，本公司當值的職員是會酌情准許正陪同視障人士的導盲犬或正執行公務的犬隻（例如警犬或緝毒犬）進入本公司營運的渡輪或碼頭。

鑑於受公共渡輪服務運作環境的空間及條件所限，為免乘客因將寵物帶進本公司營運的渡輪或碼頭而滋擾其他乘客、引起其他個別人士不安/投訴或更甚者導致公眾責任（例如寵物咬傷乘客）及衛生（例如寵物隨處便溺）等問題，本公司不宜放寬現時對將寵物帶進本公司營運的渡輪或碼頭的限制。



A member of The Wharf Group

由於現行對將動物帶進本公司營運的渡輪或碼頭的限制已行之有效地保障了舒適的公共渡輪服務，所以本公司暫不會提出對有關附例作出修訂的任何動議。

本公司將不出席三月十三日之會議。

此覆

祝

安康



天星小輪有限公司事務經理 柯銘健謹上

二零一四年三月五日

本署檔號：〔 〕  
來函檔號：  
電 話：2359 8225  
圖文傳真：2770 3597



香港警務處  
廣東道 627 號  
油麻地警署

油尖旺區議會交通運輸委員會秘書處  
轉交  
關秀玲議員，

Annex 18

油尖旺區議會交通運輸委員會第 21 / 2014 號文件

## 尖沙咀金巴利街泊位被佔與指示不足問題

本署收到由油尖旺區議會交通運輸委員會秘書處 於二零一四年二月二十七日轉交關秀玲議員提出：關注尖沙咀金巴利街泊位被佔與指示不足問題。

有關於議員提問在上述地點之問題，本署回覆問題如下：

- (一) 由 2013 年 3 月 1 日至 2014 年 2 月 28 日，本署總共接獲 28 宗汽車阻塞及違例泊車之投訴。而本署在此期間，總共向違例車輛司機發出 303 張定額罰款通知書。本署對長期霸佔車位及違例泊車非常重視，但現階段沒有發現有關情況，但本署仍然會留意上址的交通情況。
- (二) 有關這議題警方未作出回應，並相信由有關部門回應較為妥當。
- (三) 有關這議題警方未作出回應，並相信由有關部門回應較為妥當。
- (四) 有關這議題警方未作出回應，並相信由有關部門回應較為妥當。
- (五) 有關這議題警方未作出回應，並相信由有關部門回應較為妥當。

感謝各議員之提問，如有進一步查詢，請致電 2359 8225 向油尖警區交通隊黃永平署理警署警長聯絡。

油尖警區指揮官  
(趙炳輝 代行)



二零一四年三月五日

副本送：油尖旺區議會交通運輸委員會秘書處

Annex 19

油尖旺區議會交通運輸委員會第 21 / 2014 號文件

**關注尖沙咀金巴利街泊位被佔與指示不足問題**

食物環境衛生署的回應如下：

- 自2013年1月至今，本署於上址及其附近一帶因街道衛生問題，共收到21宗投訴個案。
- 在過去9個月，本署曾向上址的回收車輛負責人作出一宗檢控。
- 本署一向關注上址一帶的街道衛生情況，本署人員除每天清掃上址外，並會安排水車適時清洗街道。最近本署人員於2月25日至27日及3月4日到上址進行巡查，發現該路段環境衛生情況尚好，亦未見有雜物阻塞行人路的情況出現。
- 另外就車輛長時間停泊於上址問題，本署已將個案轉介運輸署跟進。
- 本署會繼續留意上址情況及採取適當行動。

食物環境衛生署  
油尖區環境衛生辦事處

2014年3月

本署檔號：〔 〕  
來函檔號：  
電 話：2359 8225  
圖文傳真：2770 3597



香港警務處  
廣東道 627 號  
油麻地警署

油尖旺區議會交通運輸委員會秘書處  
轉交  
油尖旺區議員，

Annex 20

油尖旺區議會交通運輸委員會第 22 / 2014 號文件


## 尖沙咀童軍徑違例泊車及過境巴士上落客問題

本署收到由油尖旺區議會交通運輸委員會秘書處 於二零一四年二月二十七日轉交葉傲冬議員、陳少棠議員及孔昭華議員提出：關注尖沙咀童軍徑違例泊車及過境巴士上落客問題。

有關於議員提問在上述地點之問題，本署回覆問題如下：

- (一) 由 2013 年 3 月 1 日至 2014 年 2 月 28 日，本署總共接獲 12 宗汽車阻塞及違例泊車之投訴。而本署在此期間，總共向違例車輛司機發出 15 張定額罰款通知書。本署非常關注上址之交通情況，定期派員在上址觀察交通情況。
- (二) 有關這議題警方未作出回應，並相信由有關部門回應較為妥當。
- (三) 有關這議題警方未作出回應，並相信由有關部門回應較為妥當。
- (四) 本署會定期派員在上址觀察交通情況，加強執法。

感謝各議員之提問，如有進一步查詢，請致電 2359 8225 向油尖警區交通隊黃永平署理警署警長聯絡。

油尖警區指揮官  
(趙炳輝  代行)

二零一四年三月五日

副本送：油尖旺區議會交通運輸委員會秘書處



# 運輸署

## Transport Department

本署檔號 Our Ref.: TD BR 70/163-6  
 來函檔號 Your Ref.:  
 電話 Tel.: 2829 5305  
 傳真 Fax.: 2802 2679

傳真: 2722 7696

九龍旺角聯運街30號  
 旺角政府合署4樓  
 油尖旺區議會秘書處  
 油尖旺區議會交通運輸委員會

敬啟者：

### 九巴第 6X 號及第 63X 號線修改行車路線的安排

在2013年第一季，本署曾向油尖旺區議會交通運輸委員會諮詢2013－2014年度油尖旺區巴士路線發展計劃，當中包括修改九巴第6X號線行車路線。其後，我們亦於2013年7月去信貴會，就配合屯門公路巴士轉乘站而擬議的巴士服務重組及改善計劃，當中包括修改九巴第63X號線行車路線，諮詢委員的意見。

我們現特函通知貴會，巴士公司將於本年3月29日(星期六)，實施下列安排：

路線	終點站	實施內容
6X	美孚至尖沙咀	為向市民提供由美孚前往尖沙咀的特快巴士服務，第6號線在星期一至星期六上午7時至9時由美孚總站開出前往尖沙咀的8個特別班次改經西九龍走廊，更名為第6X號線，車費\$6.9。
63X	洪水橋(田心路) - 佐敦(渡華路)	i. 於屯門公路巴士轉乘站加設中途站；及 ii. 改行西九龍走廊，而不再行荔枝角、長沙灣、深水埗和近太子的一段彌敦道。 詳情見附件二。

巴士公司會在該線的總站、各中途站和車廂內張貼告示，通知乘客有關的安排。

我們再次感謝油尖旺區議會交通運輸委員會對巴士服務的關注。如有任何疑問，請與下開簽署人聯絡(電話號碼：2829 5311)。

運輸署署長  
 (甘慧明  代行)

2014年3月21日

九巴第63X號線[洪水橋(田心路)-佐敦(渡華路)]  
修改行車路線的安排

背景

為配合屯門公路巴士轉乘站啟用，同時因應洪水橋及屯門區往來九龍市區的乘客需求，我們於「2013-2014年度巴士路線發展計劃」中，建議修改九巴第63X號線的行車路線，將該線於市區段的行車路線快速化，改行西九龍走廊，而不再行經荔枝角、長沙灣、深水埗及近太子的一段彌敦道。此外，我們亦建議該線於屯門公路巴士轉乘站加設中途站，以便乘客可於轉乘站轉乘其他前往市區的巴士路線。

修改後的行車路線

由洪水橋開出：按現時行車路線在抵達屯門公路後，改經屯門公路巴士轉乘站接載乘客，然後再沿現有路線行駛至葵涌道(近美孚)後，改行長沙灣道、荔枝角道、西九龍走廊、太子道西、荔枝角道及彌敦道，然後返回現時的行車路線，前往佐敦。

由佐敦開出：按現時行車路線在抵達彌敦道後，改經亞皆老街、\*(櫻桃街、迴旋處、西九龍走廊)、荔枝角道及葵涌道，然後返回原有路線。當抵達屯門公路後，改經屯門公路巴士轉乘站接載乘客，然後再沿現有路線返回洪水橋。

\*在早上7時前及晚上10時後，該線由佐敦開出的班次，不會行經西九龍走廊，而改經櫻桃街、迴旋處、櫻桃街、塘尾道及荔枝角道。於塘尾道及荔枝角道沿途不會設置巴士站供乘客上落。

實施日期：2014年3月29日(星期六)

九龍區的行車路線見下圖：

