

## **Legislative Council Panel on Transport**

### **Better Co-ordination of Public Transport Services arising from the Commissioning of MTR Tseung Kwan O Extension**

#### **PURPOSE**

At the Panel meeting on 25 January 2002, Members discussed the Administration's plan to reorganise the public transport network in Tseung Kwan O ("TKO") new town and adjacent area in connection with the opening of the MTR Tseung Kwan O Extension ("TKE"), and noted that the Administration would conduct public consultation on the proposals for service changes. This paper informs Members of the outcome of the consultation.

#### **BACKGROUND**

2. As we explained at the Panel meeting in January 2002, TKE will more than double the capacity of external public transport services for TKO. The objective of the proposed public transport service plan is to provide an efficient, reliable and environmentally friendly public transport system to serve TKO following the opening of the new railway. TKE is targeted for commissioning in mid August 2002 and it is necessary to finalise the public transport service plan before then for implementation.

#### **PUBLIC CONSULTATION**

3. TD started a consultation programme in January 2002 to solicit views and feedback from the relevant members of the Legislative Council ("LegCo") and District Councils ("DCs"), local representatives and institutions in the Sai Kung ("SK") District which may have an interest in the public transport service arrangements.

4. Apart from consultations at DC level, Area Working Groups ("AWGs") with participation from members of the relevant Area Committees were formed. In the past six months, Transport Department ("TD") attended

many DC meetings, AWG meetings, residents' fora and meetings with individual groups to explain the proposed public transport service plan and listen to their views.

5. In general, the local community accepted the need to reorganise the existing public transport services following the opening of TKE. They welcomed the proposals to introduce new feeder routes and generally accepted the proposals to modify existing services which would be affected by the new railway. On the other hand, views were expressed that there should continue to be reasonable choices of road-based public transport modes after the commissioning of TKE; service along corridors not served by the new railway and services covering major institutions e.g. hospitals should not be greatly affected, and changes to the existing cross harbour bus services should be minimised. There were also views that service changes should be implemented progressively following the opening of the new railway.

## **THE PUBLIC TRANSPORT SERVICE PLAN**

6. Taking into account the comments and views received, we have revised our proposals which include introduction of new routes, frequency adjustments and re-routeing of some existing routes, and route modification/cancellation of services. The revisions would enhance the choice of services to passengers. At the meeting with TD in early June, SKDC members considered that the revised proposals were acceptable although they requested TD to consider further refinements involving a few bus routes. After further consideration, TD is prepared to make further refinements to meet SKDC members' request and has informed them accordingly.

7. At present there are 43 franchised bus routes and 25 GMB routes serving TKO and adjacent area. After the modification/cancellation of routes and introduction of feeder services upon the full implementation of the public transport service plan, there would be 36 franchised bus routes and 27 GMB routes serving the area.

## **IMPLEMENTATION PLAN & PUBLICITY**

8. It is our plan that the implementation of the reorganisation proposals should be gradual and by phases, with due regard to the changes in passengers' travel pattern.

9. On Day One of the commissioning of TKE, feeder services will be introduced or strengthened to enhance the connectivity to the new railway. Minor changes to services and some route cancellations will take place only after the first week. Major route changes will be effected progressively two weeks after the new school term starts in September.

10. TD will conduct site observations on selected routes before and after TKE commissioning. Based on site observations and relevant findings, the service changes and implementation plan would be fine-tuned if necessary.

11. TD will work with the public transport operators and SKDC in organising a publicity campaign on the public transport service changes before TKE commissioning. The programme will include broadcasting inside buses, distributing pamphlets/leaflets, uploading updated information on website etc. to provide the main features of the arrangements. Nearer the implementation phases, TD will coordinate with the franchised bus operators to arrange deploying customer service staff at major bus termini/bus stops, posting notices at major termini/bus stops and inside buses and issuing press releases etc. to inform the public of the changes.

Transport Bureau  
24 June 2002