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Clerk to the Finance Committee  
Legislative Council Secretariat  
Legislative Council Complex,  
1 Legislative Council Road Central, Hong Kong  
(Attn: Ms Anita SIT)

4 January 2017

Dear Ms SIT,

**Finance Committee Meeting on 28 May 2016  
Supplementary Information required by the Members for Item  
FCR(2016-17)30 & 31**

At the Finance Committee Meeting held on 28 May 2016, Members requested the Administration to provide the following supplementary information –

- (a) the monitoring mechanisms for the developments of Stage 1 of the Science Park Expansion Programme, an Advanced Manufacturing Centre and a Data Technology Hub by the Hong Kong Science and Technology Parks Corporation (“HKSTPC”);
- (b) the study on transportation services for HKSTPC tenants; and
- (c) a list of major tenants, the length of their tenancy and the respective reasons of granting them long-term leases in the Science Park.

We provided the supplementary information on (a) and (c) on 15 June 2016 to the Secretariat for onward submission to Members. For (b), we undertook to share the key findings and recommendations with Members once HKSTPC had completed a customer survey on public

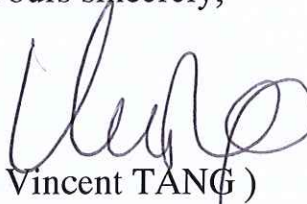
transport services at the Science Park. The survey is now completed and we are pleased to submit a summary of the findings.

From a working population of some 12 000, a representative sample of 1 465 people was surveyed through an online platform or face-to-face interviews to understand their commuting behaviour and solicit their opinions on the existing transportation arrangement.

We note that there has been notable improvement in the time spent by the respondents on travelling between the Science Park and their homes when comparing with a transportation survey conducted in 2013. More people spent less than 30 minutes for commuting to and from the Science Park while fewer people spent more than one hour on travelling. However, many respondents considered that there would be room for improvement in the routing and frequencies of the public transport services, particularly the franchised bus services. After completion of the survey, the Innovation and Technology Commission (ITC) and HKSTPC have shared the survey results with Transport Department (TD) and explored possible service enhancements. With the assistance of TD, new franchised and non-franchised bus routes have been introduced recently.

HKSTPC, ITC and TD will continue to closely monitor the transport demand at the Science Park.

Yours sincerely,



( Vincent TANG )

for Commissioner for Innovation and Technology

c.c. Secretary for Innovation and Technology  
(Attn: Ms Anna Leung)  
Hong Kong Science and Technology Parks Corporation  
(Attn: Mr Patrick Siu)  
Transport Department  
(Attn: Mr Gregory Lo)

Encl.

香港科技園公司  
科學園交通意見調查報告

HONG KONG SCIENCE AND TECHNOLOGY PARKS  
CORPORATION  
REPORT ON TRANSPORTATION SURVEY  
FOR SCIENCE PARK

## 報告摘要 EXECUTIVE SUMMARY

香港科技園公司（科技園公司）不時會收集夥伴公司對香港科學園（科學園）交通服務的意見，而上一次的交通意見調查於 2013 年進行。隨著科學園持續擴展，需要加強現有的交通網絡，以應付持續增加的交通需求。因此，科技園公司在 2016 年初決定展開一次全面交通意見調查，以收集園內工作人士的意見，包括他們有關科學園交通服務的經驗和對該等服務的期望，從而讓科技園公司及創新科技署能夠就夥伴公司所關注的事宜及如何規劃改善，向運輸署提出具體的建議。

The Hong Kong Science and Technology Parks Corporation (HKSTPC) would from time to time gauge the feedback of its partner companies on the transport services at the Hong Kong Science Park (HKSP) and the last round of such survey was conducted in 2013. With the continuous expansion of HKSP, the existing transportation network needs to be enhanced to support the increasing demand. HKSTPC therefore decided in early 2016 to conduct a comprehensive transportation survey to seek the opinions of the working population about their experience and expectation of transportation services. The collected data would allow HKSTPC and the Innovation and Technology Commission (ITC) to put forward solid recommendations to the Transport Department (TD) to address the areas of concern and plan for improvement.

有關調查在 2016 年 3 至 4 月進行，主要以網上問卷及面對面訪問形式進行，調查受訪者往來科學園的行為模式和他們對現時科學園交通安排的意見。現時約有 12 000 多名員工在科學園工作，調查抽樣訪問得出了 1 465 個樣本，當中包括 1 415 名員工及 50 名訪客。根據是次交通意見調查結果，數項優化措施已先後推出，包括新增專營及非專營巴士的路線及增加部分現有路線的班次。創新科技署及科技園公司將會繼續密切監察科學園的交通需求，並會聯同運輸署在 2017 年再檢討園區交通狀況。

From an approximate total working population of some 12 000, a representative sample of 1 465 people, which include 1 415 workers and 50 visitors were surveyed through online platform or face-to-face interviews to understand their commuting behaviour and their opinions on the existing transportation arrangement in HKSP between March and April 2016. In responses to the survey result, some improvements, including the addition of new franchised and non-franchised bus routes and increase in service frequencies of certain existing routes have been implemented. ITC and HKSTPC will closely monitor the transport demand in HKSP and review the situation together with TD in 2017.

## 簡介 INTRODUCTION

科學園位於沙田吐露港海濱，現時約有 600 家夥伴公司，超過 12 000 人在園內工作。現時來往科學園的人士主要乘坐下列專營巴士、專線小巴和非專營巴士路線。

HKSP is located in Sha Tin on the Tolo Harbour waterfront. There are around 600 partner companies with a working population of over 12 000. HKSP is mainly served by the following franchised bus, green minibus (GMB) and non-franchised bus routes –

早上路線 Morning Routes	黃昏路線 Evening Routes
<p><u>九巴 KMB</u></p> <ul style="list-style-type: none"><li>➤ 272A (由大學站開出) 272A (From University Station)</li><li>➤ 272S (由鑽石山站開出) 272S (From Diamond Hill Station)</li><li>➤ 272K (由大學站開出) 272K (From University Station)</li><li>➤ 43P (由荃灣西站開出) 43P (From Tsuen Wan West Station)</li><li>➤ 272P (由大埔富亨巴士總站開出) 272P (From Tai Po Fu Heng Bus Terminus)</li><li>➤ 274P (由烏溪沙站開出) 274P (From Wu Kai Sha Station)</li><li>➤ 74P (由觀塘碼頭巴士總站開出) 74P (From Kwun Tong Ferry Bus Terminus)</li><li>➤ 74D (由觀塘碼頭巴士總站開出) 74D (From Kwun Tong Ferry Bus Terminus)</li><li>➤ 82C (由沙田廣源開出) 82C (From Kwong Yuen, Shatin)</li></ul> <p><u>龍運 LWB</u></p> <ul style="list-style-type: none"><li>➤ A47 (往機場) A47 (To Airport)</li></ul>	<p><u>九巴 KMB</u></p> <ul style="list-style-type: none"><li>➤ 272K (往大學站) 272K (To University Station)</li><li>➤ 272A (往大學站) 272A (To University Station)</li><li>➤ 272S (往鑽石山站) 272S (To Diamond Hill Station)</li><li>➤ 43P (往荃灣西站) 43P (To Tsuen Wan West Station)</li><li>➤ 74D (往觀塘碼頭巴士總站) 74D (To Kwun Tong Ferry Bus Terminus)</li><li>➤ 274P (往烏溪沙站) 274P (To Wu Kai Sha Station)</li></ul> <p><u>龍運 LWB</u></p> <ul style="list-style-type: none"><li>➤ A47 (由機場開出) A47 (From Airport)</li></ul>

<p style="text-align: center;">早上路線 Morning Routes</p>	<p style="text-align: center;">黃昏路線 Evening Routes</p>
<p><u>專線小巴 GMB</u></p> <ul style="list-style-type: none"> <li>➤ 27 (由沙田站開出) 27 (From Shatin Station)</li> <li>➤ 27A (由沙田站開出) 27A (From Shatin Station)</li> </ul>	<p><u>專線小巴 GMB</u></p> <ul style="list-style-type: none"> <li>➤ 27 (往沙田站) 27 (To Shatin Station)</li> <li>➤ 27A (往沙田站) 27A (To Shatin Station)</li> </ul>
<p><u>非專營巴士 Non-franchised bus</u></p> <ul style="list-style-type: none"> <li>➤ SP1 (由西區開出) SP1 (From Western District)</li> <li>➤ SP2A (由柴灣開出) SP2A (From Chai Wan)</li> <li>➤ SP2B (由西灣河開出) SP2B (From Sai Wan Ho)</li> <li>➤ SP4A (由屯門開出) SP4A (From Tuen Mun)</li> <li>➤ SP4B (由屯門開出) SP4B (From Tuen Mun)</li> <li>➤ SP5A1 (由天水圍開出) SP5A1 (From Tin Shui Wai)</li> <li>➤ SP5A2 (由天水圍開出) SP5A2 (From Tin Shui Wai)</li> <li>➤ SP5B (由元朗開出) SP5B (From Yuen Long)</li> <li>➤ SP6 (由將軍澳開出) SP6 (From Tseung Kwan O)</li> <li>➤ SP7A (由青衣開出) SP7A (From Tsing Yi)</li> <li>➤ SP7B (由青衣開出) SP7B (From Tsing Yi)</li> <li>➤ SP8A (由太和開出) SP8A (From Tai Wo)</li> <li>➤ SP8B (由太和開出) SP8B (From Tai Wo)</li> <li>➤ SP9 (由上水開出) SP9 (From Sheung Shui)</li> <li>➤ SP10 (由馬鞍山開出) SP10 (From Ma On Shan)</li> </ul>	<p><u>非專營巴士 Non-franchised bus</u></p> <ul style="list-style-type: none"> <li>➤ SP1 (往金鐘) SP1 (To Admiralty)</li> <li>➤ SP2 (往北角) SP2 (To North Point)</li> <li>➤ SP3 (往佐敦) SP3 (To Jordan)</li> <li>➤ SP4 (往屯門) SP4 (To Tuen Mun)</li> <li>➤ SP5 (往天水圍) SP5 (To Tin Shui Wai)</li> <li>➤ SP6 (往將軍澳) SP6 (To Tseung Kwan O)</li> <li>➤ SP7 (往葵芳) SP7 (To Kwai Fong)</li> <li>➤ SP8 (往太和) SP8 (To Tai Wo)</li> <li>➤ SP9 (往上水) SP9 (To Sheung Shui)</li> </ul>



過往數年，科技園公司與運輸署一直密切監察園區交通狀況及不斷尋找各種改善交通服務的措施。透過運輸署和公共交通服務營辦商，例如九巴和專線小巴等運輸服務機構的支持，現有路線服務近年來已獲加強，亦有若干新巴士路線陸續投入服務。

Over the past few years, HKSTPC and TD have been closely monitoring and continuously seeking ways to improve the transport services in the Park. With the support from TD and transport service operators such as KMB and green mini-bus, a number of new bus routes have been introduced and existing services have been enhanced in recent years.

路線 Routing	目的地 Destination	優化措施 Enhancement
九巴 272K KMB 272K	大學站來往科學園 University Station to/from HKSP	由 2015 年 11 月 30 日起於早上 9 時 至 10 時增加 1 班車  Operated one additional departure between 09:00 and 10:00 from 30 November 2015
九巴 272S KMB 272S	鑽石山來往科學園 Diamond Hill to/from HKSP	由 2016 年 1 月 18 日起於早上 7 時 至 8 時增加 1 班車  Operated one additional departure between 07:00 and 08:00 from 18 January 2016  由 2016 年 2 月 22 日起於黃昏 5 時 30 分至 6 時增加 1 班車  Operated one additional departure between 17:30 and 18:00 from 22 February 2016
九巴 43P KMB 43P	荃灣西往科學園 Tsuen Wan West to HKSP	由 2016 年 2 月 22 日起於早上 7 時 23 分至 8 時 08 增加 1 班車  Operated one additional departure between 07:23 and 08:08 from 22 February 2016
龍運巴士 A47 Long Win Bus A47	大埔往香港國際機場 (途經白石角)  Tai Po to Airport (via Pak Shek Kok)	新路線已於 2015 年 12 月 19 日投 入服務  Introduced a new bus route on 19 December 2015

<b>路線</b> <b>Routing</b>	<b>目的地</b> <b>Destination</b>	<b>優化措施</b> <b>Enhancement</b>
專線小巴 27 GMB 27	沙田來往科學園 Shatin to/from HKSP	由 2015 年 11 月 22 日起增加 2 輛小巴行駛，並開辦往返科學園第三期的特別班次  Added two additional vehicles to the fleet and operated special departures to serve Phase 3 of the Park from 22 November 2015
專線小巴 27A GMB 27A	沙田來往白石角 (途經科學園) Shatin to/from Pak Shek Kok (via HKSP)	由 2016 年 1 月 1 日起增加 2 輛小巴行駛  Added two additional vehicles to the fleet from 1 January 2016

為進一步了解科學園的交通需求及探討交通服務的改善方法，科技園公司在 2016 年初聘請了獨立調查機構進行一次全面性交通意見調查，並由該機構對調查數據進行分析及評估。

In order to understand the needs and explore opportunities for further enhancement of transportation services of HKSP, HKSTPC has engaged an external independent survey agency in early 2016 to conduct a comprehensive transportation survey and provide analysis for evaluation.



## **重點結果 HIGHLIGHTS OF FINDINGS**

在 2016 年 3 至 4 月進行的調查，訪問了 1 415 名在科學園工作的人士和 50 名到訪科學園的訪客。調查主要是以網上問卷形式，但亦進行了隨機抽樣的面對面訪問。調查的重點結果如下：

Between March and April 2016, 1 415 people working in HKSP and 50 visitors were surveyed. The survey was conducted primarily online, but randomly-selected face-to-face interviews were also used. The highlights of the finding from the survey are stated below.

- 與在 2013 年進行的同類調查相比，受訪者在往來科學園及其居所的交通時間上有所改善。19%的受訪者表示每天花少於 30 分鐘於交通上，相比之下；在 2013 年的調查，只有 13%的受訪者屬於此情況。53%的受訪者每天在交通上花 31 至 60 分鐘，情況與 2013 的調查相同。24%的受訪者表示每天花 61 至 90 分鐘往來科學園，而 2013 年的調查顯示，當時有 30%的受訪者屬於此情況。

There was improvement in the time spent by the respondents on travelling back and forth between HKSP and their homes when comparing with the Transportation Survey conducted in 2013. 19% of the respondents spent less than 30 minutes on commuting when compared to 13% of respondents from the 2013 survey. Same as the results in 2013, 53% spent 31 to 60 minutes. 24% of the respondents spent 61 to 90 minutes on travelling when compared to 30% of respondents from the 2013 survey.

- 受訪者的居住地區和下班後的目的地分佈相約。首三個主要地區距離科學園較近，包括沙田、大埔和北區，佔整體樣本量約 40%。第二組由八個區域組成，包括元朗、西貢、觀塘、葵青、東區、荃灣、屯門和油尖旺，每區均佔約 6%的樣本量，八個區域共佔整體樣本量約 45%。最後一組是一些距離科學園較遠的區域，佔整體約 15%。

The distribution of the respondents' home and after-work destination districts was very similar. The top three districts are relatively close to HKSP, including Sha Tin, Tai Po and North, comprised almost 40% of the total samples. The next group comprised 8 districts: Yuen Long, Sai Kung, Kwun Tong, Kwai Tsing, Eastern, Tsuen Wan, Tuen Mun and Yau Tsim Mong, each with a 6% share of the samples, and this group comprised approximately 45% of the total. The last group consisted of the remote districts, accounting for approximately 15% of the total.

- 接近 30% 居住於西貢、元朗、屯門、葵青、荃灣、東區或其他地區之受訪者需要使用超過 61 分鐘往來科學園。大部分居住於這些地區的人士，主要依賴九巴路線 272S(鑽石山)及 43P(荃灣西)服務。這些巴士路線比港鐵網絡更方便直接。

Almost 30% of the respondents living in Sai Kung, Yuen Long, Tuen Mun, Kwai Tsing, Tsuen Wan, Eastern, etc. spent more than 61 minutes traveling to and from HKSP. A significant proportion of respondents living in these districts rely primarily on KMB 272S (Diamond Hill) and 43P (Tsuen Wan West), which provide more direct and convenient services than the Mass Transit Railway.

- 大部份的受訪者於平日使用公共交通工具往來科學園。約 80% 的受訪最少需要轉乘一次交通工具到達目的地。

The majority of the respondents used public transportation to commute back and forth to HKSP on weekdays. About 80% of the respondents needed to transit at least once in order to arrive at the destinations.

- 與 2013 年同類調查相比，受訪者的的出行習慣有顯著改變。明顯地有較多的受訪者改為選擇乘坐九巴(上升 16%)及專線小巴(上升 9%)。同時，受訪者大幅減少使用非專營巴士(下降 12%)。

The commuting habits of the respondents have changed since 2013, with the most notable difference being a 16% increase in the use of KMB buses and a 9% increase in green mini-bus use. Use of non-franchised bus has decreased significantly by 12%.

- 超過三分之一選乘公共交通工具的受訪者乘坐九巴 272K；而每 5 個選乘公共交通工具就有 1 人乘坐專線小巴 27 號；16% 乘坐九巴 272S；6% 乘坐九巴 43P。這四條路線佔據了整體公共交通工具使用率接近 80%。

Among those using public transportation, more than one-third took KMB 272K; one out of five took GMB 27; 16% took KMB 272S and 6% took KMB 43P. These four routes accounted for almost 80% of public transportation use.

- 每 10 名受訪者之中有接近 6 名受訪者表示九巴 272S 的服務班次頻率剛好。這條路線主要的問題是「班次太早結束」。假如延長九巴 272S 的服務時間，一半的受訪者表示可能在早上乘坐，而 66% 的受訪者表示有意在下班後乘坐 272S。

Almost six out of ten respondents taking KMB 272S claimed that the service frequency was just right. The main issue with this route was “operation hours end too early”. If the operation hours can be extend, half of the respondents claimed that they would likely take 272S in the morning, and 66% of them expressed interest in taking it after work.

- 就九巴 43P 而言，雖然平均輪候時間分別只是早上的 10.9 分鐘，以及黃昏的 8.6 分鐘，超過 70%的受訪者對 43P 的印象為班次較疏或非常疏。假如延長九巴 43P 的服務時間，每 10 名受訪者之中有超過 4 名受訪者表示，會考慮在早上乘坐，而 54%的受訪者表示更有可能在黃昏乘坐九巴 43P。

For KMB 43P, although its average waiting time was only 10.9 minutes in the morning and 8.6 minutes in the evening, more than 70% of the respondents had an impression of low or far too low service frequency. If the operation hours of KMB 43P can be extended, more than four out of ten respondents would consider taking KMB 43P in the morning and 54% would likely take it in the evening.
- 每 10 名受訪者之中有接近 5 名受訪者表示專線小巴 27 的服務班次剛好。這條路線主要的問題是「輪候時間太長」。專線小巴 27 的平均輪候時間分別是早上的 11.5 分鐘，以及黃昏的 12.1 分鐘。

Almost five out of ten respondents taking GMB 27 claimed that the service frequency was just right. The main issue with this route was “long waiting time”. Its average waiting time was 11.5 minutes in the morning and 12.1 minutes in the evening
- 3.5%的受訪者駕駛私家車。在合共 51 名駕駛私家車的受訪者當中，63%相對地滿意科學園內的泊車設施。

3.5% of the respondents travel by private cars. Among all the 51 respondents who travel by private cars, 63% of them were relatively satisfied (63%) with the parking facilities in HKSP.
- 大部份(80%)的訪客皆不是第一次到訪科學園。66%訪客乘公共交通工具到訪。訪客對科學園交通安排的滿意程度一般較高。

Most of the visitors (80%) are not on their first visit to HKSP, and 66% of these visitors traveled by public transportation. They were generally satisfied with the transportation arrangement in HKSP.

## 改善進展 IMPROVEMENT UPDATE

透過創新科技署的協助，經調查所得的數據及對有關公共交通服務的建議已轉交運輸署，讓其就調查結果與公共交通服務營辦商展開討論及規劃科學園的交通。根據調查結果而陸續推出的各項優化措施如下：

With the assistance of ITC, the collected information and suggestions regarding the public transportation have been provided to TD for discussion with the public transportation operators and planning of the transportation for HKSP. The following improvement actions were subsequently introduced in light of the findings of the survey:

路線 Routing	目的地 Destination	優化措施 Enhancement	最新情況 Status Update
九巴 274P KMB 274P	大埔工業邨往烏溪沙 (途經科學園) Tai Po Industrial Estate to Wu Kai Sha via HKSP	推出新路線 274P 由大埔往烏溪沙途經香港科學園 (黃昏繁忙時間由大埔於 17:45 及 18:05 開出) Introduce a new route from Tai Po to Wu Kai Sha via HKSP (evening peak departure from Tai Po at 17:45 & 18:05)	已於 2016 年 7 月 25 日投入服務 Implemented on 25 July 2016
九巴 271B KMB 271B	大埔往尖沙咀 (途經科學園) Tai Po to Tsim Sha Tsui (via HKSP)	推出新路線 271B 由大埔 (富亨) 往來尖沙咀途經白石角 (於上午及黃昏繁忙時間各開出 2 班車) To introduce bus service between Tai Po (Fu Heng) and Tsim Sha Tsui (via Pak Shek Kok) with 2 morning peak departures and 2 evening peak departures	將於 2017 年初投入服務 To be implemented by early 2017

科技園公司正繼續與運輸署及公共交通服務營辦商聯繫，務求使科學園的公共交通服務，長遠能夠有進一步的改善。這是一項持續進行的工作，並預期需要更多的時間。根據調查結果，科技園公司加強了非專營巴士的服務如下，作為中期措施：

HKSTPC is still liaising with TD and the public transport operators for further improvements to the public transport services at HKSP in the long run. This is an ongoing task and is expected to take some more time. As an interim, HKSTPC has

also enhanced the non-franchised bus services as below in light of the findings of the survey:

路線 Routing	目的地 Destination	優化措施 Enhancement	最新情況 Status Update
SP1	科學園往銅鑼灣 HKSP to Causeway Bay	增加 18:30 班次 One additional service departs at 18:30	已於 2016 年 8 月 29 日 投入服務 Implemented on 29 August 2016
SP5	科學園往天水圍 HKSP to Tin Shui Wai	增加 18:20 班次 One additional service departs at 18:20	已於 2016 年 8 月 29 日 投入服務 Implemented on 29 August 2016
SP10	馬鞍山往科學園 Ma On Shan to HKSP	在馬鞍山增加兩個載 客點 Two additional pick up points in Ma On Shan	已於 2016 年 11 月 14 日 投入服務 Implemented on 14 November 2016
SP11	科學園往鑽石山 HKSP to Diamond Hill	推出新路線 SP11 由科 學園往鑽石山 (19:15) Introduce a new route from HKSP to Diamond Hill (19:15)	已於 2016 年 10 月 31 日 投入服務 Implemented on 31 October 2016
SP12	科學園往荃灣 HKSP to Tsuen Wan	推出新路線 SP12 由科 學園往荃灣 (19:00) Introduce a new route from HKSP to Tsuen Wan (19:00)	已於 2016 年 11 月 14 日 投入服務 Implemented on 14 November 2016
SP13	港島西區往科學 園(途經南昌) Hong Kong Western District to HKSP (via Nam Cheong)	推出新路線 SP13 港島 西區往科學園(途經南 昌) (08:05) Introduce a new route from Hong Kong Western District to HKSP (via Nam Cheong) (08:05)	已於 2016 年 11 月 14 日 投入服務 Implemented on 14 November 2016

## **總結 CONCLUSION**

雖然與 2013 年進行的調查相比，受訪者往來科學園及其居所的交通時間有明顯改善，但仍有接近 30%受訪者在交通上使用超過一小時往返科學園。此外，調查顯示受訪者的交通模式已由非專營巴士逐漸轉向公共交通工具。科技園公司將會一如既往，盡力聆聽使用者的需求及意見，亦會繼續與運輸署緊密合作，積極探討改善科學園交通網絡的可行性，以切合科學園的需求及發展。另外，科技園公司將會密切監察現行中期措施的成效，並向運輸署提供更多資料，以供運輸署考慮進一步的巴士服務改善。

Although there has been a notable improvement in the time spent by the respondents on travelling back and forth between HKSP and their homes when comparing with the Transportation Survey conducted in 2013, there are still almost 30% of the respondents spending more than one hour on travelling. Besides, there has been a gradual shift in the transport mode from non-franchised buses to public transportation. HKSTPC will continue to strive for the best endeavour in better understanding the needs and comments from Park users. In parallel, HKSTPC shall work closely with TD in exploring opportunities to enhance the transportation network proactively to meet the demand and future development. HKSTPC will also closely monitor the effectiveness of the existing interim measures and provide further information to TD to facilitate their consideration of further enhancements to the bus services.