

TRAN 2/4/113

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10 April 2002

Mr Andy Lau
Clerk to the Legislative Council Panel on Transport
Legislative Council Secretariat
Legislative Council Building
8 Jackson Road, Central

Dear Mr Lau,

**Supplementary information on
measures to enhance the efficiency of franchised bus service**

At the meeting held on 13 July 2001, the Administration briefed the Panel on measures to enhance the efficiency of franchised bus service. At Members' request, the following supplementary information is provided in the attached document:

- (a) the arrangement for reviewing the performance level of individual bus routes;
- (b) the number of applications for bus-bus interchange schemes being processed by Transport Department, and the number of applications which have been rejected and the relevant reasons;
- (c) the revised schedule of Route 69X after frequency adjustment;
- (d) detailed information on the air quality in the covered public transport interchanges at the Tsuen Wan MTR station and the Exchange Square in Central; and

- (e) Government's representation at District Council meetings when route rationalization proposals are discussed, and samples of relevant discussion papers and minutes of meeting.

Yours sincerely,

(Ms Louise Leung)
for Secretary for Transport

c.c. Commissioner for Transport (Attn. : Mr Albert Yuen)

Arrangement for reviewing the performance level of individual bus routes

In determining whether the performance of an individual bus route is satisfactory, Transport Department (TD) would take into account the following factors:

- (a) whether it is operated in accordance with the approved schedule of services which specifies the routeing, timetable and fares, vehicle type and bus stop locations etc. TD will take into account different circumstances and reasons for non-compliance of the schedule specifications, and each case will be examined individually;
 - (b) the level of service as reflected in the average passenger waiting time and length of passenger queue etc.;
 - (c) loading of the buses in the peak and off-peak periods, e.g. a very high or very low loading may indicate that adjustment in frequency is needed; and
 - (d) passenger feedback as reflected in complaints and suggestions for improvement received.
2. If it is considered that improvements to a route is needed having taken into consideration the above factors and carefully assessed the performance level of the route, TD will raise the matter with the relevant bus operator with a view to implementing appropriate improvement measures as soon as possible.

Number of applications for BBI schemes being processed by TD, and number of applications which have been rejected and the relevant reasons

3. Among a total of 61 applications received in 2001, TD has approved 42 BBI schemes and 25 of which have been implemented. 8 more approved schemes will be implemented within this year and another one in the next year. TD is consulting the relevant District Councils on the remaining 8 approved BBI schemes. For the other 19 applications, they are not supported by TD for

reasons having regard to the suitability of the location concerned for introducing BBI arrangement (e.g. busy corridors with heavy traffic), or due to the consideration of avoiding wasteful duplication with other existing services.

Revised schedule of Route 69X after frequency adjustment

4. After introduction of the new route 265B (Tin Fu – Mong Kok (Park Avenue)) in March 2001, four double-deck buses were redeployed from route 69X to route 265B in phrases to enhance the operational efficiency of these two routes which have similar catchment areas in Tin Shui Wai town center and Tin Tsz Estate. A copy of the current schedule of route 69X is at **Annex A**.

Detailed information on the air quality in the covered public transport interchanges (PTIs) at the Tsuen Wan MTR station and the Exchange Square in Central

5. The ventilation plants in the PTIs at Tsuen Wan MTR station and Exchange Square were upgraded in July 1998 and November 2000 respectively having regard to the air quality guidelines set out in the Environmental Protection Department (EPD)'s Practice Note on "Control of Air Pollution in Semi-Confined Public Transport Interchanges". Electrical and Mechanical Services Department (EMSD) conducted a survey in early 1999 which confirmed that the air quality in the Tsuen Wan MTR station PTI met the aforesaid guidelines. As regards the Exchange Square PTI, works on the installation of a silencer to reduce noise level have just been completed. EMSD plans to conduct a survey on the air quality in the PTI soon.

Government's representation at District Council meetings when route rationalization proposals are discussed, and samples of relevant discussion papers and minutes of DC meetings

6. Bus service rationalization has the primary objective of better managing road uses by buses. Environmental considerations are also one of the key factors in examining bus service plans and route development programme (RDP) proposals for bus services. Environmental considerations are explained in the relevant discussion papers provided to District Councils

(DCs) and where appropriate reinforced by TD officials attending the meetings. EPD is prepared to consider sending a representative to attend DC meetings on a need basis to discuss bus service rationalization matters having regard to the circumstances of each case.

7. A copy of the discussion paper on the 2002/03 RDP for Yau Tsim Mong District and the relevant minutes of the meeting at which this paper was discussed is provided at **Annex B**.

Transport Department
April 2002

New Territories Air-conditioned Services Route No. 69X

ROUTE

TIN SHUI ESTATE to JORDAN ROAD FERRY : via Tin Shui Road, Tin Wu Road, Tin Yiu Road, Tin Fuk Road, Long Tin Road, *(Tong Yan San Tsuen Interchange, Yuen Long Highway, Shap Pat Heung Interchange, Yuen Long Highway), Pok Oi Interchange, Yuen Long Highway, Tsing Long Highway, Tuen Mun Road, Tsuen Wan Road, Kwai Chung Road, Cheung Sha Wan Road, Nathan Road, Jordan Road, Canton Road and Wui Cheung Road.

JORDAN ROAD FERRY to TIN SHUI ESTATE: via Wui Cheung Road, Canton Road, Jordan Road, Nathan Road, Cheung Sha Wan Road, Lai Chi Kok Road, Kwai Chung Road, Tsuen Wan Road, Tuen Mun Road, Tsing Long Highway, Yuen Long Highway, Pok Oi Interchange, Yuen Long Highway, Shap Pat Heung Interchange, Yuen Long Highway, Tong Yan San Tsuen Interchange, Long Tin Road, Tin Fuk Road, Tin Yiu Road, Tin Wu Road and Tin Shui Road.

TIN TSZ ESTATE to JORDAN ROAD FERRY (SPECIAL SERVICE) : via Tin Hei Road, Tin Pak Road, Tin Wu Road, Tin Yiu Road, Tin Fuk Road, Long Tin Road, *(Tong Yan San Tsuen Interchange, Yuen Long Highway, Shap Pat Heung Interchange, Yuen Long Highway), Pok Oi Interchange, Yuen Long Highway, Tsing Long Highway, Tuen Mun Road, Tsuen Wan Road, Kwai Chung Road, Cheung Sha Wan Road, Nathan Road, Jordan Road, Canton Road and Wui Cheung Road.

* Journeys may be diverted via Shui Pin Wai Interchange, Wang Tat Road, Long Yip Street and Castle Peak Road depending on traffic condition.

TIMETABLE

<u>From Tin Shui Estate</u>	<u>From Jordan Road Ferry</u>	<u>Frequency (minutes)</u>
<u>Mondays to Saturdays</u>		
-----	5.55 a.m. to 7.00 a.m.	13
5.15 a.m. to 5.48 a.m.	-----	11
5.48 a.m. to 6.24 a.m.	-----	9
6.24 a.m. to 7.28 a.m.	-----	8
7.28 a.m. to 8.22 a.m.	-----	6
8.22 a.m. to 9.30 a.m.	7.00 a.m. to 9.00 a.m.	8/9
-----	9.00 a.m. to 10.10 a.m.	5
9.30 a.m. to 10.40 a.m.	-----	10
-----	10.10 a.m. to 11.44 a.m.	10/12
10.40 a.m. to 3.22 p.m.	11.44 a.m. to 5.05 p.m.	7/8
3.22 p.m. to 5.42 p.m.	5.05 p.m. to 6.38 p.m.	5/6
3.42 p.m. to 6.29 p.m.	6.38 p.m. to 8.21 p.m.	7/8
6.29 p.m. to 7.19 p.m.	-----	12/13
7.19 p.m. to 8.04 p.m.	-----	15
-----	8.21 p.m. to 9.22 p.m.	8/9
8.04 p.m. to 11.16 p.m.	9.22 p.m. to 11.38 p.m.	8
11.16 p.m. to 11.25 p.m.	11.38 p.m. to 12.05 a.m.	9
-----	12.05 a.m. to 12.35 a.m.	10
11.25 p.m. to 11.40 p.m.	12.35 a.m. to 12.50 a.m.	15

- * Two special trips depart from Tin Tsz Estate to Jordan Road Ferry at 7.30 a.m. and 7.50 a.m.
- * Two special trips depart from Tin Yiu to Jordan Road Ferry at 7.25 a.m. and 7.45 a.m.

Sundays to Public Holidays

-----	5.55 a.m. to 7.52 a.m.	11/12
5.15 a.m. to 6.25 a.m.	-----	10
6.25 a.m. to 9.24 a.m.	7.52 a.m. to 10.52 a.m.	7/8
-----	10.52 a.m. to 12.02 p.m.	8/9
9.24 a.m. to 10.18 a.m.	-----	9
10.18 a.m. to 1.48 p.m.	12.02 p.m. to 3.08 p.m.	7/8
1.48 p.m. to 5.30 p.m.	3.08 p.m. to 6.50 p.m.	6/7
5.30 p.m. to 7.40 p.m.	6.50 p.m. to 9.00 p.m.	10
7.40 p.m. to 10.25 p.m.	9.00 p.m. to 11.10 p.m.	7/8
-----	11.10 p.m. to 11.50 p.m.	10
10.25 p.m. to 11.40 p.m.	11.50 p.m. to 12.50 a.m.	15

FARETABLE

Inward

Tin Shui Estate

\$13.00	Mei Foo	
\$13.00	\$5.00	Nathan Road
\$13.00	\$5.00	\$4.20 Jordan Road Ferry

Boardings at Tai Lam Tunnel Interchange: \$3.50 with transfer voucher

Outward

Jordan Road Ferry

\$13.00	Tai lam Tunnel Interchange*	
\$13.00	\$8.40	After Pok Oi Interchange
\$13.00	\$8.40	\$3.50 Tin Shui Estate

- * No charge for boardings at Tai Lam Tunnel Interchange to Yuen Long and Tin Shui Wai with transfer voucher

Below scale fare authorised under Section 13(4)(b), Public Bus Services Ordinance

JOURNEY DISTANCE

36.0 km

JOURNEY TIME

72 minutes

Average speed 30.0 km/h

VEHICLE ALLOCATION/CARRYING CAPACITY

27 air-conditioned double deckers of capacity not exceeding 141

Minimum number of passengers that can be carried during a peak hour in each direction: 1,405

31 October 2001

R:KMB:RT-69X

**Traffic and Transport Committee of the
Yau Tsim Mong District Council (2000-2003)**

Thirteenth Meeting,

Date : 17 January 2002 (Thursday)
Time : 2:30p.m.
Venue : Yau Tsim Mong District Council Conference Room
4/F., Mong Kok Government Offices
30 Luen Wan Street
Mong Kok, Kowloon

A G E N D A

1. Confirmation of Minutes of the Last Meeting
2. Matters Arising
 - (i) To Relieve the Nuisance Caused to the Residents near the Flyovers by Traffic Noise Generated Late at Night
 - (ii) Proposal to Designate a Discharge Area Exclusively for the Fruit Market below the Flyovers in Ferry Street (opposite to the Fruit Market)
3. Bus Route Development Programme 2002-03 Yau Tsim Mong District (YTMTTC Paper 1/2002)
4. To Follow Up the Request from the Public to Improve Services by the Bus Company (YTMTTC Paper 8/2002)
5. Report on Findings of "Study to Tackle Traffic Problems Caused by Roadworks in Tsim Sha Tsui" (YTMTTC Paper 2/2002)
6. MTR Tsim Sha Tsui Station Modification Works - Temporary Traffic Arrangement (YTMTTC Paper 3/2002)
7. CLP Power Limited 400KV Power Cable Route (YTMTTC Paper 4/2002)
8. Proposed Direct Connection Between Sham Mong Road and Wong Tai Street / Ivy Street (YTMTTC Paper 5/2002)
9. Review of the Proposed Traffic Improvement Measures at "Public Square Street" (YTMTTC Paper 6/2002)
10. To Request the Government to Consider Urging the Kowloon-Canton Railway Corporation to Lower the Fare to Lo Wu from Kowloon (YTMTTC Paper 7/2002)
11. Any Other Business

No information paper was issued since last meeting

17 January 2002
For Discussion

YTMDC TTC
Paper No.: 1 /2002

Bus Route Development Programme 2002-03
Yau Tsim Mong District

Purpose

This paper elaborates the Bus Route Development Programme (RDP) for 2002 in respect of Yau Tsim Mong (YTM) District and seeks Members' comments on the Programme for 2003.

2002 Bus Route Development Programme

2. We had consulted Members on the 2002 Bus Route Development Programme on 18 January 2001. After taking into consideration Members' opinions and other related factors, the 2002 RDP has been developed as shown in Annex 1 for reference.

3. The items of 2002 RDP for YTM District are listed below:

(1) Measures to improve the services

KMB proposed to introduce 64 items of service enhancement in YTM District, such as improvement of frequency and deployment of air-conditioned buses, etc to cater for passengers' needs.

(2) Measures to rationalize bus routes and Bus-bus interchange programme

To provide more efficient service in YMT district and improve traffic condition along Nathan Road, bus company proposed to introduce bus route rationalization and BBI schemes on the following bus routes:

- KMB 6A <-> KMB 2A/6/6C (Please refer to Annex 1.1)
- KMB 203 <-> KMB 6/35A (Please refer to Annex 1.2)
- KMB 208 <-> KMB 7/81C (Please refer to Annex 1.3)

- KMB 224X <-> KMB 215X/219X (Please refer to Annex 1.4)
- KMB 32 <-> 31B/36B (Please refer to Annex 1.5)
- KMB 72 <-> 31B (Please refer to Annex 1.6)

2003 Bus Route Development Programme

4. The proposals for 2003 YTM District RDP are shown in Annex 2. KMB proposed to introduce 18 items of service enhancement in YTM District, such as improvement of frequency and deployment of air-conditioned buses, etc to cater for passengers' needs

RDP planning considerations

5. We will continue to develop the bus route network in accordance with the Hong Kong Long Term Transport Strategy which is listed as follows:

- (1) Railways are environmentally friendly and efficient mass carriers. It is the Government's transport policy to develop of railways as the backbone of Hong Kong's transport system. Therefore, we will promote maximum utilization of railways supplemented by feeder services of other public transport modes. We will also continue to encourage franchised bus companies to improve the quality of their services. Bus service will continue to play an important role in public transport system, particularly for areas not accessible by railways. As for other public transport modes, they will continue to play a complementary role to railways and franchised bus services;
- (2) Public transport services will be provided in an environmentally acceptable manner to ensure the sustainable development of Hong Kong. We will as far as possible introduce appropriate measures to mitigate the environmental impact of transport activities; and
- (3) To reduce congestion, we will further improve the public transport network, carry out effective intermodal coordination, rationalize services to match the demand, and avoid unhealthy competition and duplication of routes.

6. In the next few years, the railway network of Hong Kong will keep on expanding. In 2002-2007, 6 railway projects will be completed as follows:

- Tseung Kwan O MTR Extension (to be completed in 2002)
- West Rail (to be completed in 2003)
- Ma On Shan Railway (to be completed in 2004)
- East Rail Tsim Sha Tsui Extension (to be completed in 2004)
- Penny's Bay Rail Link (to be completed in 2005)
- Sheung Shui - Lok Ma Chau Extension (to be completed in 2007)

The completion of these railways will bring 63% of Hong Kong's population and 71% of our working population into the railway catchment area within walking distance to the railway stations. This will lead to a significant change in travel pattern of the public. Moreover, the new railways will provide greater passenger capacity and more effective public transport services. More feeder links to the railway stations will be needed while the demand for bus routes duplicating the railway will decline. By then, rationalization of the bus network will be required.

The principles of preparing RDP

7. TD and the franchised bus companies will apply the following principles in preparation of RDP:

- (1) Basically, the major developed areas over the territory are served with one or more than one bus routes and other complementary transport modes, such as GMB. To cope with the increase of population, we will adjust the frequency in accordance with the existing passenger demand for bus service. For individual routes, if the passenger capacity within the busiest half hour and that one hour during rush hours is 100% and 85% respectively, or 60% within the busiest half hour during the normal hours, we will consider to provide additional vehicles for the routes;
- (2) In the case of bus routes with low passenger volume, we will implement different measures to enhance their efficiency in accordance with the operation of individual route. These measures include adjusting the existing routes, frequency and schedule, shortening the

bus journeys and cutting the number of bus-stops in certain areas to an appropriate level. For individual routes, if the utilization rate of the busiest half hour during rush periods is below 85%, we will consider reducing number of vehicles for the routes. However, bus routes providing railway feeder service, meeting social demand and of a frequency below 15 minutes during rush hours will be considered on individual merits.

- (3) Apart from adjustments in individual bus routes, we will also implement strategic route rationalization plans; e.g. reducing the number of buses passing through Tsim Sha Tsui, Central, Wanchai, Causeway Bay and other busy districts and better coordination of public transport services upon the completion of new railways. In addition to improving the overall operation effectiveness of bus network, these plans also help to improve the environment in Hong Kong, such as alleviating congestion, vehicle emission and noise problems in these areas.
- (4) If demand cannot be met by adjustments in existing routes and no feasible alternative transport services are available, we will consider introducing new bus routes in response to demand. New bus services providing feeder services to railways or operating outside the railway catchment will be given high priority. Conveniently located bus interchange facilities will be provided to reduce duplication generated by “point-to-point” bus services. We will give careful consideration to these factors when approving new bus routes. We will also take into account the impact of new routes on the congested trunk roads. In designing new routeings, we will try our best to avoid long haul bus routes or new routes passing through busy districts such as Tsim Sha Tsui, Central, Wanchai and Causeway Bay. If such new routes have to pass through the above districts, an equal number of bus trips of other bus routes passing through the districts has to be reduced accordingly.
- (5) In order to improve the quality of services and meet passenger demand, the franchised bus companies have included air-conditioning, Octopus system, low-floor entrance/exit, environmentally friendly engine and 2 x 2 seating as standard facilities on their new buses.

- (6) We will encourage bus companies to provide additional interchanges for railway or other bus routes at appropriate and feasible locations so that passengers can travel to different destinations with concessionary fares, the demand for long haul and direct “point-to-point” bus services will be reduced and the road space in Hong Kong and bus resources are utilized in an efficient way to enhance the efficiency of bus network.

8. Moreover, in considering the RDP, TD and the franchised bus companies will also take into account the following factors:

- (1) the existing and planned public transport services in the district;
- (2) the development of the district;
- (3) the completion of transport infrastructure;
- (4) the benefit of the item to passengers;
- (5) the impact of the item on traffic congestion and the environment;
- (6) the impact of the item on the operator;
- (7) the impact of the item on other operators;
- (8) the cost-effectiveness of the item; and
- (9) public complaints and suggestions.

Tseung Kwan O MTR Extension (TKE)

9. TKE Phase I, which will be completed and opened by the end of 2002, will provide an environmentally friendly, reliable and fast mass transit carrier to the Tseung Kwan O and Yau Tong residents. TKE Phase I will link Po Lam Station in Tseung Kwan O and North Point Station on the Island with 5 stations in-between, namely Hang Hau, Tseung Kwan O, Tiu Keng Leng, Yau Tong and Quarry Bay Stations. By then, nearly 80% of the population in Tseung Kwan O new town and residents of the housing estates near Yau Tong MTR Station will be within walking distance to a nearby MTR station.

10. The opening of TKE will substantially increase the total capacity of public transport along the TKE corridor and significantly reduce the journey time to Kowloon and HKI from Tseung Kwan O. Compared with the existing bus services, the journey time to Kwun Tong will be reduced from 18 to 11 minutes, to Mongkok from 50 to 30 minutes and to Central from 60 to 25 minutes. According to the

information of MTRC, the fares of TKE will be competitive and its area pricing structure will be generally similar to those of the other MTR routes.

11. It is expected that a majority of the passengers in Tseung Kwan O and some passengers in Kwun Tong using the existing transport services will switch to TKE, which will help alleviate the congestion in Tseung Kwan O Tunnel. Besides, passengers going to the Kwun Tong Line at present will also switch to TKE. Hence, the demand for feeder services connecting MTR stations will also change.

12. To cater for these changes and to provide good railway feeder services, TD is developing plans to alter the bus and GMB services networks along the TKE corridor upon the commissioning of TKE. Apart from ensuring the efficiency and coordination of the public transport system, these plans provide comprehensive feeder services to the various stations along TKE. TD will consult the YTMDC TTC and the parties concerned on the plans shortly.

Other Supplementary Services

13. The major function of GMB is to supplement mass transit carriers by providing connecting services to railway stations and bus termini in new towns and villages, and serving areas where patronage is not high enough for the provision of services by high capacity carriers or it is not cost-effective for buses to operate or subject to constraints in road conditions.

14. Residents' services (RS) perform a supplementary role in our public transport system, mainly in supplementing the franchised bus and GMB services during peak hours to help meet demand. Most of these routes provide services to the central business districts that already experience very busy traffic, thereby aggravating traffic congestion in these areas. Indeed, with the expansion of the railway network, improvements in the franchised bus services and the development of various modes of public transport, uncontrolled growth in RS cannot be permitted. In line with the transport policy of effective coordination between various modes of transport and in order to help relieve road congestion at the busy districts:

- We will give priority to GMB in areas where passenger demand is not large enough for the provision of services by buses to provide feeder services to railway stations;

- RS will continue to play a supplementary role and the existing restrictions imposed on the licensing and operation of RS will be enforced.
- As regards service areas, appropriate restrictions on RS to busy districts such as Tsim Sha Tsui, Central, Wanchai and Causeway Bay will be imposed;
- Approval will not be granted to new long haul RS or RS to these busy areas unless it is necessary and there are no alternative means of public transport for passengers;
- As regards the existing RS in the above mentioned areas, TD will consider, on the basis of the actual needs, whether renewal of their licenses should be approved upon expiry and the duration of the validity period; and
- Consideration will be given to peak hour RS routes that serve as feeder to railway stations where passenger demand during peak hours cannot be met by the franchised buses and GMB.

Advice Sought

15. Members are requested to note the 2002 RDP and express their views on the 2003 programme.

Transport Department
January 2002

Bus Route Development Programme 2002 - Urban Kowloon Routes for Yau Tsim Mong District

Annex 1A 附件1A

二零零二年度巴士路線發展計劃 - 油尖旺區九龍市區線

PEAK FREQ (MIN)					VEHICLE ALLOCATION 車輛分配												REMARKS 備註	
繁忙時間班次 (分鐘)					ETG 現行				PROP 建議				CHANGE 修改					
DATE	RT NO	TERMINATING POINTS	ETG	PRO	2X	3X	ACDD	ACSD	2X	3X	ACDD	ACSD	2X	3X	ACDD	ACSD		
日期	路線	終站地點	現行	建議	2軸	3軸	空調雙層	空調單層	2軸	3軸	空調雙層	空調單層	2軸	3軸	空調雙層	空調單層		
9/02	1A	SAU MAU PING (C) - STAR FERRY 秀茂坪 (中) - 尖沙咀碼頭	4/5	4/5	0	10	17	0	0	11	17	0	0	1	0	0	FREQUENCY IMPROVEMENT (INTAKE IN SAU MAU PING) 因應秀茂坪入伙而改善班次	
12/02	1A	SAU MAU PING (C) - STAR FERRY 秀茂坪 (中) - 尖沙咀碼頭	4/5	4	0	11	17	0	0	12	17	0	0	1	0	0	FREQUENCY IMPROVEMENT (INTAKE IN SAU MAU PING) 因應秀茂坪入伙而改善班次	
6/02	2C	YAU YAT CHUEN - STAR FERRY (CIR) 又一村 - 尖沙咀碼頭 (循環線)	13	13	6	0	0	0	0	0	6	0	-6	0	6	0	FULL A/C CONVERSION, A/C FARE \$4.0 (10M ONLY) 全線改用空調巴士行走，空調車費\$4.0	
6/02	3C	TSZ WAN SHAN (N) - CHINA FERRY TERMINAL 慈雲山 (北) - 中港碼頭	9	8	0	9	4	0	0	10	4	0	0	1	0	0	FREQ IMP FOR TSZ MAN HOS 因應慈民2期入伙而改善班次	
2/02	5C	TSZ WAN SHAN (S) - STAR FERRY 慈雲山 (南) - 尖沙咀碼頭	5	4/5	0	0	23	0	0	0	24	0	0	0	1	0	FREQ IMP SUBJ TO INTAKE OF TSZ MAN HOS 因應慈民2期入伙而改善班次	
9/02	5C	TSZ WAN SHAN (S) - STAR FERRY 慈雲山 (南) - 尖沙咀碼頭	4/5	4/5	0	0	24	0	0	0	25	0	0	0	1	0	FREQ IMP SUBJ TO INTAKE OF TSZ MAN HOS 因應慈民2期入伙而改善班次	
12/02	5D	TELFORD GARDENS - HUNG HOM (CIR) 德福花園 - 紅磡 (循環線)	15	15	4	0	0	0	0	0	4	0	-4	0	4	0	FULL A/C CONVERSION (A/C FARE : \$4.7) 全線改用空調巴士行走，空調車費\$4.7	
3/02	6	MEI FOO - STAR FERRY 美孚 - 尖沙咀碼頭	8/9	5/6	0	3	9	0	0	7	11	0	0	4	2	0	OCTOPUS BUS-BUS INTERCHANGE PACKAGE (6A <-> 2A/6/6C) & FREQ IMP 改善班次以配合八達通巴士轉乘計劃 (6A [荔枝角 - 美孚] <-> 2A [樂華 - 美孚] / 6 [美孚 - 尖沙咀碼頭] / 6C [美孚 - 九龍城碼頭])。 路線圖見附件 1-1。	
6/02	6	MEI FOO - STAR FERRY 美孚 - 尖沙咀碼頭	5/6	5	0	7	11	0	0	7	12	0	0	0	1	0	FREQUENCY IMPROVEMENT SUBJECT TO DEMAND 視乎需求改善班次	

Bus Route Development Programme 2002 - Urban Kowloon Routes for Yau Tsim Mong District

Annex 1A 附件1A

二零零二年度巴士路線發展計劃 - 油尖旺區九龍市區線

				PEAK FREQ (MIN)		VEHICLE ALLOCATION 車輛分配													
				繁忙時間班次 (分鐘)		ETG 現行				PROP 建議				CHANGE 修改					
DATE	RT NO	TERMINATING POINTS	ETG	PRO	2X	3X	ACDD	ACSD	2X	3X	ACDD	ACSD	2X	3X	ACDD	ACSD	REMARKS 備註		
日期	路線	終站地點	現行	建議	2軸	3軸	空調雙層	空調單層	2軸	3軸	空調雙層	空調單層	2軸	3軸	空調雙層	空調單層			
3/02	6A	LAI CHI KOK - STAR FERRY 荔枝角－尖沙咀碼頭	9	5	0	5	6	0	0	0	3	0	0	-5	-3	0	OCTOPUS BUS-BUS INTERCHANGE PACKAGE (6A <-> 2A/6/6C), TRUNCATION TO MEI FOO: "LAI CHI KOK - MEI FOO (CIR)", A/C FARE \$3.1 八達通巴士轉乘計劃，(6A <-> 2A/6/6C)，縮短路線(荔枝角－美孚)，空調車費\$3.1。詳情見附件 1.]。		
3/02	6C	MEI FOO - KOWLOON CITY FERRY 美孚－九龍城碼頭	5/6	5/6	0	11	12	0	0	11	12	0	0	0	0	0	OCTOPUS BUS-BUS INTERCHANGE PACKAGE (6A <-> 2A/6/6C) 八達通巴士轉乘計劃 (6A<->2A/6/6C)		
6/02	7	LOK FU - STAR FERRY 樂富－尖沙咀碼頭	8	8	0	6	6	0	0	6	6	0	0	0	0	0	OCTOPUS BUS-BUS INTERCHANGE PACKAGE (7 /81C <-> 208) 八達通巴士轉乘計劃 (7 [樂富至天星碼頭] / 81C [耀安至紅磡車站] <-> 208 [廣播道至喇沙利道])。詳情請參閱附件 1、3。		
1/02	8	MTR KOWLOON STATION - STAR FERRY 九龍地鐵站－尖沙咀碼頭	11/12	11/12	11	0	0	0	0	0	11	0	-11	0	11	0	FULL A/C CONVERSION 全線改用空調巴士，空調車費\$4.2		
9/02	8	MTR KOWLOON STATION - STAR FERRY 九龍地鐵站－尖沙咀碼頭	11/12	10/11	0	0	11	0	0	0	12	0	0	0	1	0	FREQ IMP SUBJ TO DEMAND 因應需求改善班次		
6/02	10	CHOI WAN - TAI KOK TSUI (CIR) 彩雲－大角咀 (循環線)	8/9	8/9	6	0	6	0	4	0	8	0	-2	0	2	0	STRENGTHENING OF A/C SERVICE 加強空調巴士服務		
9/02	10	CHOI WAN - TAI KOK TSUI (CIR) 彩雲－大角咀 (循環線)	8/9	8/9	4	0	8	0	0	0	12	0	-4	0	4	0	FULL A/C CONVERSION (10M) A/C FARE: \$4.0 全線改用空調巴士，空調車費由\$4.3調低至\$4.0		
9/02	11K	CHUK YUEN - HUNG HOM STATION 竹園－紅磡車站	8/9	7/8	0	2	8	0	0	0	11	0	0	-2	3	0	FREQ IMP SUBJ TO DEMAND & FULL A/C CONVERSION, A/C FARE \$4.0 全線改用空調巴士及改善班次，空調車費由\$4.3調低至\$4.0		

Bus Route Development Programme 2002 - Urban Kowloon Routes for Yau Tsim Mong District

Annex 1A 附件1A

二零零二年度巴士路線發展計劃 - 油尖旺區九龍市區線

PEAK FREQ (MIN)					VEHICLE ALLOCATION 車輛分配														REMARKS 備註
繁忙時間班次〔分鐘〕					ETG 現行				PROP 建議				CHANGE 修改						
DATE	RT NO	TERMINATING POINTS	ETG	PRO	2X	3X	ACDD	ACSD	2X	3X	ACDD	ACSD	2X	3X	ACDD	ACSD			
日期	路線	終站地點	現行	建議	2軸	3軸	空調 雙層	空調 單層	2軸	3軸	空調 雙層	空調 單層	2軸	3軸	空調 雙層	空調 單層			
3/02	11X	SAU MAU PING (U) - HUNG HOM STATION 上秀茂坪－紅磡車站	12	11	0	6	3	0	0	3	7	0	0	-3	4	0	STRENGTHENING OF A/C SERVICE & FREQUENCY IMPROVEMENT (INTAKE IN SAU MAU PING) 加強空調巴士服務，因應秀茂坪人口入伙改善班次		
6/02	11X	SAU MAU PING (U) - HUNG HOM STATION 上秀茂坪－紅磡車站	11	9/10	0	3	7	0	0	0	12	0	0	-3	5	0	FULL A/C CONVERSION & FREQUENCY IMPROVEMENT (INTAKE IN SAU MAU PING) 全線改用空調巴士及因應秀茂坪人口入伙改善班次		
2/02	12	SHAM SHUI PO (TONKIN STREET) - TSIM SHA TSUI (CIR) 深水埗（東京街）－尖沙咀（循環線）	15	15	0	5	0	0	0	0	0	5	0	-5	0	5	FULL A/C SD CONVERSION (A/C FARE: \$4.0) 全線改用空調單層巴士，空調車費\$4.0		
3/02	13D	SAU MAU PING (U) - TAI KOK TSUI (ISLAND HARBOURVIEW) 寶達邨－大角咀（維港灣）	12	12	0	7	3	0	0	7	4	0	0	0	1	0	TPC TO PO TAT ESTATE UPON COMPLETION OF PTT 視乎總站設施，總站延長至寶林道（寶達邨）。路線圖見附件 1.7。		
3/02	13X	SAU MAU PING (C) - STAR FERRY 秀茂坪（中）－尖沙咀碼頭	11	11	0	9	0	0	0	9	0	0	0	0	0	0	TPC TO PO TAT ESTATE UPON COMPLETION OF PTT & FREQUENCY IMPROVEMENT (INTAKE IN PO LAM RD DEVELOPMENT) 視乎總站設施，總站延長至寶林道（寶達邨）。路線圖見附件 1.8。		
6/02	13X	PO TAT ESATE - STAR FERRY 寶達邨－尖沙咀碼頭	11	9	0	9	0	0	0	11	0	0	0	2	0	0	ALL DAY OPERATION & FREQUENCY IMPROVEMENT (INTAKE IN PO TAT ESTATE & SAU MAU PING) 因應寶達邨及秀茂坪人口入伙，改為全日服務及改善班次		
8/02	13X	PO TAT ESATE - STAR FERRY 寶達邨－尖沙咀碼頭	9	9	0	11	0	0	0	8	3	0	0	-3	3	0	A/C CONVERSION, FARE \$6.2 改用空調巴士服務，空調收費\$6.2		

Bus Route Development Programme 2002 - Urban Kowloon Routes for Yau Tsim Mong District

Annex 1A 附件1A

二零零二年度巴士路線發展計劃 - 油尖旺區九龍市區線

VEHICLE ALLOCATION 車輛分配

			PEAK FREQ (MIN)		VEHICLE ALLOCATION 車輛分配																
			繁忙時間班次〔分鐘〕		ETG 現行				PROP 建議				CHANGE 修改								
DATE	RT NO	TERMINATING POINTS	ETG	PRO	2X	3X	ACDD	ACSD	2X	3X	ACDD	ACSD	2X	3X	ACDD	ACSD	REMARKS 備註				
日期	路線	終站地點	現行	建議	2軸	3軸	空調雙層	空調單層	2軸	3軸	空調雙層	空調單層	2軸	3軸	空調雙層	空調單層					
1/02	18	SHAM SHUI PO (TONKIN ST) - OI MAN (CIR) 深水埗（東京街）－愛民（循環線）	15	11	5	0	0	0	0	0	0	7	-5	0	0	7	DIVERSION FROM SHEUNG FOO ST UPON VACATION OF HOMANTIN EST, & FULL A/C CONVERSION SUBJ TO ROAD TEST, A/C FARE : \$4.0 全線改用空調巴士及改善班次，空調車費\$4.0				
9/02	21	CHOI WAN - HUNG HOM STATION 彩雲－紅磡車站	9	9	0	4	6	0	0	0	10	0	0	-4	4	0	FULL A/C CONVERSION, A/C FARE : \$4.0 全線改用空調巴士，空調車費由\$4.3調低至\$4.0				
3/02	28	LOK WAH - TSIM SHA TSUI (HANKOW RD) 樂華－尖沙咀（漢口道）	6/7	6/7	1	0	14	0	0	0	15	0	-1	0	1	0	FULL A/C CONVERSION 全線改用空調巴士				
2/02	1R	HUNG HOM FERRY - NGONG PING 紅磡碼頭－昂平	5 DEP	8 DEP	0	0	0	5	0	0	0	8	0	0	0	3	INCREASE DEPARTURES ON SUN & PHs SUB TO PASSENGERS DEMAND 增加在星期日及公眾假期班次，但視乎乘客需求而定。				
6/02	203	YAU YAT CHUEN - TSIM SHA TSUI EAST 又一村－尖沙咀東	8/9	8/9	0	0	0	8	0	0	0	4	0	0	0	-4	TRUNCATION TO PRINCE EDWARD MTR: "YAU YAT CHUEN - PRINCE EDWARD MTR (CIR)", OCTOPUS BUS-BUS INTERCHANGE PACKAGE (6 / 35A <-> 203), A/C FARE \$3.1 縮短路線（又一村至太子地鐵站）（循環線），空調車費\$3.1，八達通轉車計劃（203 [又一村至太子地鐵站] <-> 6 [美孚至尖沙咀碼頭] / 35A[安蔭至尖沙咀東]）。詳情見附件 1、2。				
6/02	208	BROADCAST DRIVE - TSIM SHA TSUI EAST 廣播道－尖沙咀東	8	8	0	0	0	10	0	0	0	5	0	0	0	-5	TRUNCATION TO KOWLOON TONG: "BROADCAST DRIVE - LA SALLE ROAD (CIR), OCTOPUS BUS-BUS INTERCHANGE PACKAGE (7 /81C <-> 208), A/C FARE \$3.1 縮短路線（廣播道－喇沙利道），空調車費\$3.1，八達通轉乘計劃（7 [樂富至天星碼頭] / 81C [耀安至紅磡車站] <-> 208 [廣播道至喇沙利道]）。詳情見附件 1、3。				

Bus Route Development Programme 2002 - Urban Kowloon Routes for Yau Tsim Mong District

Annex 1A 附件1A

二零零二年度巴士路線發展計劃 - 油尖旺區九龍市區線

					VEHICLE ALLOCATION 車輛分配												REMARKS 備註				
					ETG 現行				PROP 建議				CHANGE 修改								
					2X		3X		ACDD		ACSD		2X		3X			ACDD		ACSD	
DATE	RT NO	TERMINATING POINTS	ETG	PRO	2軸	3軸	空調 雙層	空調 單層	2軸	3軸	空調 雙層	空調 單層	2軸	3軸	空調 雙層	空調 單層		2軸	3軸	空調 雙層	空調 單層
日期	路線	終站地點	現行	建議	2軸	3軸	雙層	單層	2軸	3軸	雙層	單層	2軸	3軸	雙層	單層	2軸	3軸	雙層	單層	
12/02	215X	LAM TIN - KOWLOON MTR STATION 藍田－九龍地鐵站	5	4/5	0	0	21	0	0	0	23	0	0	0	2	0	OCTOPUS BBI SCHEME (224X<->215X, 219X) 八達通巴士轉乘計劃 (224X (啓業至尖沙咀) <->215X (藍田至九龍地鐵站), 219X (麗港 城至尖沙咀)。請參閱附件 1.4。				
12/02	219X	LAGUNA CITY - TSIM SHA TSUI (CIR.) 麗港城－尖沙咀 (循環線)	7/8	7/8	0	0	6	3	0	0	9	0	0	0	3	-3	OCTOPUS BBI SCHEME (224X<->215X, 219X) 八達通巴士轉乘計劃 (224X (啓業至尖沙咀) <->215X (藍田至九龍地鐵站), 219X (麗港 城至尖沙咀) 請參閱附件 1.4。				
12/02	224X	KAI YIP - TSIM SHA TSUI (CIR.) 啓業－尖沙咀 (循環線)	7	6	0	0	6	2	0	0	6	0	0	0	0	-2	OCTOPUS BBI SCHEME (224X<->215X, 219X) 224X改道不經彌敦道, 受影響乘客可使用八達 通巴士轉乘計劃 (224X (啓業至尖沙咀) <- >215X (藍田至九龍地鐵站), 219X (麗港城 至尖沙咀) 請參閱附件 1.4。				
1/02	N216	HUNG HOM STATION - YAU TONG 紅磡車站－油塘	8/9	8/9	0	0	14	0	0	0	15	0	0	0	1	0	REROUTE VIA CHOI HUNG ROAD 改經彩虹道。路線圖見附件 1.9。				

Bus Route Development Programme 2002 - Cross Harbour Routes for Yau Tsim Mong District

Annex 1B 附件 1b

二零零二年度巴士路線發展計劃 - 油尖旺區過海路線

				VEHICLE ALLOCATION 車輛分配												REMARKS 備註		
				PEAK FREQ (MIN)										CHANGE 修改				
				繁忙時間班次 (分鐘)		ETG 現行				PROP 建議								
DATE	RT NO	TERMINATING POINTS	ETG	PRO	2X	3X	ACDD	ACSD	2X	3X	ACDD	ACSD	2X	3X	ACDD		ACSD	
日期	路線	終站地點	現行	建議	2軸	3軸	空調 雙層	空調 單層	2軸	3軸	空調 雙層	空調 單層	2軸	3軸	空調 雙層	空調 單層		
8/02	116	TSZ WAN SHAN (C) - QUARRY BAY 慈雲山 (中) – 鰂魚涌	5	4/5	0	0	15	0	0	0	16	0	0	0	1	0	FREQ IMP FOR INTAKE IN TSZ WAN SHAN (TSZ MAN) 因應慈民2期入伙及乘客需求情況而改善班次	
1/02	904	LAI CHI KOK - KENNEDY TOWN 荔枝角 – 堅尼地城	12	12	0	0	6	0	0	0	6	0	0	0	0	0	REROUTE HK BOUND JOURNEYS VIA ISLAND HARBOURVIEW IN RESPONSE TO LOCAL REQUEST. ROUTEING SEE ANNEX 因應地區需求，香港方向路線改經維港灣。路線圖見附件 1.10。	
2/02	904	LAI CHI KOK - KENNEDY TOWN 荔枝角 – 堅尼地城	12	12	0	0	6	0	0	0	7	0	0	0	1	0	FREQ IMP FOR LAI CHI KOK DEVELOPMENT (KAU WA KENG) 視乎荔枝角 (九華徑) 發展人口入伙及交通情況而改善班次	
1/02	N102	SHAU KEI WAN (ALDRICH BAY) - MEI FOO 筲箕灣 (愛秩序灣) – 美孚	0	20	0	0	0	0	0	0	6	0	0	0	6	0	EXTEND OPERATING HOURS OF ROUTE 102 TO PROVIDE OVERNIGHT SERVICE A/C FARE \$12.8, ROUTEING VIA TONG SHUI ROAD TO IEC. 延長第102號路線服務時間，以提供通宵服務。 。空調車費\$12.8。路線經糖水道往東區走廊。	

KMB ROUTE DEVELOPMENT PROGRAMME 2002

NT ROUTES TERMINATING IN YAU TSIM MONG DISTRICT

Annex 1C

P. 1/3

VEHICLE ALLOCATION																	
DATE	ROUTE NO	TERMINATING POINTS	FREQ (MIN)		EXISTING				PROPOSED				CHANGE				REMARKS
			ETG	PROP	2X	3X	AC DD	AC SD	2X	3X	AC DD	AC SD	2X	3X	AC DD	AC SD	
03/02	35A	ON YAM - TSIM SHA TSUI EAST	8/9	7	0	6	8	0	0	6	10	0	0	0	2	0	FREQ IMP FOR POP INTAKE FOR SHEK LEI AND SHEK YAM
08/02	35A	ON YAM - TSIM SHA TSUI EAST	7	7	0	6	10	0	0	3	13	0	0	-3	3	0	STRENGTHENING OF A/C SERVICE
06/02	41A	CHEUNG ON - TSIM SHA TSUI EAST	7/8	7/8	0	7	9	0	0	0	16	0	0	-7	7	0	ALLEVIATE NATHAN RD CONGESTION, TO CATER FOR TSING YI SOUTH RESIDENTS NEED AND RE-ROUTE VIA CHUNG MEI ROAD, TSING HONG ROAD AND WEST KOWLOON HIGHWAY (A/C FARE: \$7.5), RENAME AS RT. 41X
01/02	42A	CHEUNG HANG - JORDAN RD FERRY	5/6	5	0	12	6	0	0	13	6	0	0	1	0	0	FREQ IMP FOR POP INTAKE AT CHEUNG WANG ESTATE
06/02	42A	CHEUNG HANG - JORDAN RD FERRY	5	4/5	0	13	6	0	0	16	6	0	0	3	0	0	RATIONALISATION SCHEME FOR TRIP REDUCTION, ADDITION VEHICLE FOR DISPLACED PASSENGERS FROM RT. 43C
06/02	43C	CHEUNG HONG - ISLAND HARBOURVIEW	6/7	.	0	14	0	0	0	0	0	0	0	-14	0	0	ROUTE CANCELLATION
01/02	46	LAI YIU - JORDAN RD FERRY	15	15	2	0	5	0	0	0	7	0	-2	0	2	0	FULL A/C CONVERSION (A/C FARE: \$4.7)
01/02	60X	TUEN MUN T/C - JORDAN RD FERRY	4/5	4/5	0	18	6	0	0	0	24	0	0	-18	18	0	FULL A/C CONVERSION (A/C FARE: \$10.7)

KMB ROUTE DEVELOPMENT PROGRAMME 2002

NT ROUTES TERMINATING IN YAU TSIM MONG DISTRICT

Annex 1C
P. 2/3

VEHICLE ALLOCATION																	
DATE	ROUTE NO	TERMINATING POINTS	FREQ (MIN)		EXISTING				PROPOSED				CHANGE				REMARKS
			ETG	PROP	2X	3X	AC DD	AC SD	2X	3X	AC DD	AC SD	2X	3X	AC DD	AC SD	
01/02	63X	TIN TSZ ESTATE - JORDAN ROAD FERRY	9/13	9/13	0	6	9	0	0	0	15	0	0	-6	6	0	FULL A/C CONVERSION (A/C FARE: \$13.0)
05/02	63X	TIN TSZ ESTATE - JORDAN ROAD FERRY	9/13	9/13	0	0	15	0	0	0	16	0	0	0	1	0	FREQ IMP FOR POP INTAKE AT HUNG SHUI KIU AREA 61
10/02	63X	TIN TSZ ESTATE - JORDAN ROAD FERRY	9/13	12	0	0	16	0	0	0	13	0	0	0	-3	0	NATHAN RD TRIP REDUCTION, TERMINAL POINT CHANGE: "TIN TSZ - ISLAND HARBOUR VIEW"
04/02	66	TAI HING - TAI KOK TSUI	10	8/9	0	13	0	0	0	15	0	0	0	2	0	0	FREQ IMP SUBJECT TO DEMAND
10/02	66	TAI HING - TAI KOK TSUI	8/9	8/9	0	15	0	0	0	16	0	0	0	1	0	0	FREQ IMP SUBJECT TO DEMAND
01/02	66X	TAI HING - OLYMPIC STATION	7	7	0	10	8	0	0	0	18	0	0	-10	10	0	FULL A/C CONVERSION (A/C FARE: \$10.7)
01/02	67X	SIU HONG COURT - MONG KOK KCR STATION	5/6	4/5	0	0	17	0	0	0	19	0	0	0	2	0	FREQ IMP SUBJECT TO DEMAND
04/02	67X	SIU HONG COURT - MONG KOK KCR STATION	4/5	4/5	0	0	19	0	0	0	20	0	0	0	1	0	FREQ IMP SUBJECT TO DEMAND
01/02	68X	YUEN LONG (E) - JORDAN ROAD FERRY	3	3	0	0	31	0	0	0	32	0	0	0	1	0	FREQ IMP SUBJECT TO DEMAND
03/02	70	SHEUNG SHUI - JORDAN RD FERRY	18/20	18/20	4	5	1	0	1	8	1	0	-3	3	0	0	3X CONVERSION

KMB ROUTE DEVELOPMENT PROGRAMME 2002

NT ROUTES TERMINATING IN YAU TSIM MONG DISTRICT

Annex 1C
P. 3/3

VEHICLE ALLOCATION																		
DATE	ROUTE NO	TERMINATING POINTS	FREQ (MIN)		EXISTING				PROPOSED				CHANGE				REMARKS	
			ETG	PROP	2X	3X	AC DD	AC SD	2X	3X	AC DD	AC SD	2X	3X	AC DD	AC SD		
09/02	72	TAI WO - MONG KOK (PARK AVENUE)	15	15	0	9	0	0	0	9	0	0	0	0	0	0	0	TERMINAL POINT CHANGE TO CHEUNG SHA WAN, RESIDENTS ALONG TAI PO ROAD MAY USE OCTOPUS TO MAKE BUS TRANSFER ON CASTLE PEAK ROAD FOR RT. 31B TO TAI KOK TSUI (SAVE \$3.7)
01/02	72X	TAI PO CENTRAL - MONG KOK(PARK AVENUE)	7	7	0	9	10	0	0	7	12	0	0	-2	2	0	0	STRENGTHENING OF A/C SERVICE
06/02	72X	TAI PO CENTRAL - MONG KOK(PARK AVENUE)	7	7	0	7	12	0	0	5	14	0	0	-2	2	0	0	STRENGTHENING OF A/C SERVICE
03/02	87D	KAM YING - HUNG HOM STATION	5/6	5/6	0	9	22	0	0	4	27	0	0	-5	5	0	0	STRENGTHENING OF A/C SERVICE
10/02	260X	PO TIN - MTR KOWLOON STATION	9/10	8/9	0	0	17	0	0	0	18	0	0	0	1	0	0	FREQ IMP SUBJECT TO TRUNCATION OF 63X
10/02	265B	TIN HENG - MONGKOK (PARK AVENUE)	6	6	0	0	22	0	0	0	23	0	0	0	1	0	0	FREQ IMP FOR POP INTAKE IN TIN SHUI WAI NORTH
12/02	265B	TIN HENG - MONGKOK (PARK AVENUE)	6	5/6	0	0	23	0	0	0	24	0	0	0	1	0	0	FREQ IMP FOR POP INTAKE IN TIN SHUI WAI NORTH
08/02	270A	SHEUNG SHUI - MTR KOWLOON STATION	12	10/11	0	0	14	0	0	0	16	0	0	0	2	0	0	FREQ IMP SUBJECT TO DEMAND
05/02	271	FU HENG - TSIM SHA TSUI (CANTON RD)	6/7	6/7	0	0	20	0	0	0	21	0	0	0	1	0	0	FREQ IMP SUBJECT TO DEMAND

KMB ROUTE DEVELOPMENT PROGRAMME 2002

NT ROUTES PASSING YAU TSIM MONG DISTRICT

Annex 1D
P. 1/2

VEHICLE ALLOCATION																	
DATE	ROUTE NO	TERMINATING POINTS	FREQ (MIN)		EXISTING				PROPOSED				CHANGE				REMARKS
			ETG	PROP	2X	3X	AC DD	AC SD	2X	3X	AC DD	AC SD	2X	3X	AC DD	AC SD	
12/02	41	CHEUNG CHING - KOWLOON CITY FERRY	15	15	0	10	0	0	0	5	5	0	0	-5	5	0	CONVERT TO A/C SERVICE (A/C FARE: \$7.0)
01/02	45	LAI YIU - KOWLOON CITY FERRY	17/18	17/18	2	0	6	0	0	0	8	0	-2	0	2	0	FULL A/C CONVERSION (A/C FARE \$5.6)
02/02	170	SHA TIN KCR STATION - WAH FU (CENTRAL)	12	11/12	0	0	16	0	0	0	17	0	0	0	1	0	FREQ IMP SUBJECT TO DEMAND AND THE TRAFFIC CONDITION EN-ROUTE
11/02	170	SHA TIN KCR STATION - WAH FU (CENTRAL)	12	11/12	0	0	17	0	0	0	18	0	0	0	1	0	FREQ IMP SUBJECT TO DEMAND AND THE TRAFFIC CONDITION EN-ROUTE
01/02	182	YU TSUI COURT - CENTRAL (MACAU FERRY PIER)	5	5	0	0	16	0	0	0	16	0	0	0	0	0	2 MORNING DEPARTURES TO OMIT CITY ONE SHATIN AND NAME AS RT 182P
02/02	182	YU TSUI COURT - CENTRAL (MACAU FERRY PIER)	5	5	0	0	16	0	0	0	18	0	0	0	2	0	FREQ IMP FOR YU TSUI COURT SUBJECT TO TRAFFIC CONDITION EN-ROUTE AND IN CENTRAL DISTRICT
10/02	269B	TIN SHUI WAI T/C - HUNG HOM FERRY	4/5	4/5	0	0	34	0	0	0	35	0	0	0	1	0	FREQ IMP FOR POP INTAKE IN TIN SHUI WAI NORTH
12/02	269B	TIN SHUI WAI T/C - HUNG HOM FERRY	4/5	4/5	0	0	35	0	0	0	36	0	0	0	1	0	FREQ IMP FOR POP INTAKE IN TIN SHUI WAI NORTH
04/02	968	YUEN LONG (W) - CAUSEWAY BAY (TIN HAU)	4/5	4/5	0	0	23	0	0	0	23	0	0	0	0	0	SERVICE EXTENSION TO PROVIDE OVERNIGHT SERVICE (RT. N968)

KMB ROUTE DEVELOPMENT PROGRAMME 2002 NT ROUTES PASSING YAU TSIM MONG DISTRICT

Annex 1D
P. 2/2

VEHICLE ALLOCATION																	
DATE	ROUTE NO	TERMINATING POINTS	FREQ (MIN)		EXISTING				PROPOSED				CHANGE				REMARKS
			ETG	PROP	2X	3X	AC DD	AC SD	2X	3X	AC DD	AC SD	2X	3X	AC DD	AC SD	
01/02	969	TIN SHUI WAI - CAUSEWAY BAY	7	7	0	0	37	0	0	0	39	0	0	0	2	0	2 EXPRESS DEPARTURES IN MORNING PEAK HOUR (RT. 969P) FROM TIN SHUI WAI TO COTTON TREE ROAD IN ADMIRALTY SUBJECT TO DEMAND AND TRAFFIC CONDITION IN CENTRAL DISTRICT (ALREADY AGREED IN THE RDP OF 2001-2002)
01/02	969	TIN SHUI WAI - WAN CHAI	9	11	0	0	18	0	0	0	18	0	0	0	0	0	2 SPECIAL DEPARTURES IN THE EVENING (RT. 969A) FROM WAN CHAI TO TIN SHUI WAI SUBJECT TO DEMAND AND TRAFFIC CONDITION IN CENTRAL DISTRICT

Bus Route Development Programme 2003 - Urban Kowloon Routes for Yau Tsim Mong District

Annex 2A 附件2A

二零零三年度巴士路線發展計劃 - 油尖旺區九龍市區線

			PEAK FREQ (MIN)		VEHICLE ALLOCATION 車輛分配													
			繁忙時間班次 (分鐘)		ETG 現行				PROP 建議				CHANGE 修改					
DATE	RT NO	TERMINATING POINTS	ETG	PRO	2X	3X	ACDD	ACSD	2X	3X	ACDD	ACSD	2X	3X	ACDD	ACSD	REMARKS	備註
日期	路線	終站地點	現行	建議	2軸	3軸	空調 雙層	空調 單層	2軸	3軸	空調 雙層	空調 單層	2軸	3軸	空調 雙層	空調 單層		
6/03	11	DIAMOND HILL MTR STATION - MTR KOWLOON STATION 鑽石山地鐵站－九龍機鐵站	6/7	6	0	7	9	0	0	8	9	0	0	1	0	0	FREQ IMP FOR POP INCREASE AT SAN PO KONG AREA 因應新蒲崗人口增加而改善班次	
1/03	B1	PRINCE EDWARD MTR - STAR FERRY (CIR) 太子地鐵站－天星碼頭 (循環線)	10	-	0	0	0	6	0	0	0	0	0	0	0	-6	ROUTE CANCELLATION (NATHAN RD TRIP RED) 配合改善彌敦道交通計劃，取消路線。	

KMB ROUTE DEVELOPMENT PROGRAMME 2003

NT ROUTES TERMINATING IN YAU TSIM MONG DISTRICT

Annex 2B

P. 1/2

VEHICLE ALLOCATION																	
DATE	ROUTE NO	TERMINATING POINTS	FREQ (MIN)		EXISTING				PROPOSED				CHANGE				REMARKS
			ETG	PROP	2X	3X	AC DD	AC SD	2X	3X	AC DD	AC SD	2X	3X	AC DD	AC SD	
06/03	30X	ALLWAYS GARDENS - WHAMPOA GARDEN	15	12/13	0	3	6	0	0	3	8	0	0	0	2	0	FREQ IMP FOR HUNG HOM BAY POP INTAKE
01/03	31B	SHEK LEI - OLYMPIC STATION	9	7/8	0	11	0	0	0	13	0	0	0	2	0	0	OCTOPUS BBI SCHEME (32 <-> 31B/36B) WITH RT. 32 TRUNCATED TO SHEK LEI
01/03	32	SHEK WAI KOK - OLYMPIC STATION	12	6/7	0	9	0	0	0	0	5	0	0	-9	5	0	OCTOPUS BBI SCHEME (32 <-> 31B/36B), TRUNCATION TO SHEK LEI, FULL A/C CONVERSION (A/C FARE: \$3.5)
06/03	33A	TSUEN WAN (NINA TOWER) - MONGKOK (PARK AVENUE)	12	12	0	8	3	0	0	4	9	0	0	-4	6	0	STRENGTHENING OF A/C SERVICE
01/03	36B	LEI MUK SHUE - JORDAN RD FERRY	9/10	8/9	0	13	0	0	0	0	15	0	0	-13	15	0	OCTOPUS BBI SCHEME (32 <-> 31B/36B) WITH RT. 32 TRUNCATED TO SHEK LEI, FULL A/C CONVERSION (A/C FARE: \$5.5)
02/03	42A	CHEUNG HANG - JORDAN RD FERRY	4/5	4/5	0	16	6	0	0	8	14	0	0	-8	8	0	STRENGTHENING OF A/C SERVICE
03/03	44	TSING YI ESTATE - MONGKOK KCR STATION	8	8	0	17	4	0	0	15	6	0	0	-2	2	0	STRENGTHENING OF A/C SERVICE
06/03	60X	TUEN MUN T/C - JORDAN RD FERRY	4/5	4/5	0	0	24	0	0	0	26	0	0	0	2	0	FREQ IMP SUB TO DEMAND
06/03	66	TAI HING - OLYMPIC STATION	8/9	8/9	0	16	0	0	0	0	16	0	0	-16	16	0	FULL A/C CONVERSION (A/C FARE : \$9.5)

KMB ROUTE DEVELOPMENT PROGRAMME 2003

NT ROUTES TERMINATING IN YAU TSIM MONG DISTRICT

Annex 2B

P. 2/2

VEHICLE ALLOCATION																	
DATE	ROUTE NO	TERMINATING POINTS	FREQ (MIN)		EXISTING				PROPOSED				CHANGE				REMARKS
			ETG	PROP	2X	3X	AC DD	AC SD	2X	3X	AC DD	AC SD	2X	3X	AC DD	AC SD	
10/03	68X	YUEN LONG (E) - JORDAN ROAD FERRY	3	3	0	0	32	0	0	0	33	0	0	0	1	0	FREQ IMP FOR POP CHANGE IN YUEN LONG EAST
02/03	81C	YIU ON - HUNG HOM STATION	4/5	4/5	0	21	12	0	0	21	14	0	0	0	2	0	FREQ IMP TO MEET RISING DEMAND
05/03	81C	YIU ON - HUNG HOM STATION	4/5	4/5	0	21	14	0	0	21	15	0	0	0	1	0	FREQ IMP FOR SHATIN AREA 11
02/03	265B	TIN HENG - MONGKOK (PARK AVENUE)	5/6	5	0	0	24	0	0	0	26	0	0	0	2	0	FREQ IMP FOR POP INTAKE IN TIN SHUI WAI NORTH
06/03	265B	TIN HENG - MONGKOK (PARK AVENUE)	5	4/5	0	0	26	0	0	0	27	0	0	0	1	0	FREQ IMP FOR POP INTAKE IN TIN SHUI WAI NORTH
05/03	270A	SHEUNG SHUI - MTR KOWLOON STATION	10/11	10	0	0	16	0	0	0	17	0	0	0	1	0	FREQ IMP SUBJECT TO DEMAND
03/03	271	FU HENG - TSIM SHA TSUI (CANTON RD)	6/7	6/7	0	0	21	0	0	0	22	0	0	0	1	0	FREQ IMP SUBJECT TO DEMAND
05/03	281A	KWONG YUEN - MTR KOWLOON STATION	7/8	5/6	0	0	18	0	0	0	23	0	0	0	5	0	FREQ IMP FOR SHATIN AREA 11, 14B, 36C AND RE-ROUTE VIA SIU LEK YUEN ROAD

KMB ROUTE DEVELOPMENT PROGRAMME 2003 NT ROUTES PASSING YAU TSIM MONG DISTRICT

Annex 2C
P. 1/ 1

VEHICLE ALLOCATION

DATE	ROUTE NO	TERMINATING POINTS	FREQ (MIN)		EXISTING				PROPOSED				CHANGE				REMARKS
			ETG	PROP	2X	3X	AC DD	AC SD	2X	3X	AC DD	AC SD	2X	3X	AC DD	AC SD	
06/03	182	YU TSUI COURT - CENTRAL (MACAU FERRY PIER)	4/5	4/5	0	0	18	0	0	0	19	0	0	0	1	0	FREQ IMP SUBJECT TO TRAFFIC CONDITION EN-ROUTE AND IN CENTRAL DISTRICT
06/03	269B	TIN SHUI WAI T/C - HUNG HOM FERRY	4/5	4/5	0	0	36	0	0	0	38	0	0	0	2	0	FREQ IMP FOR POP INTAKE IN TIN SHUI WAI NORTH
10/03	968	YUEN LONG (W) - CAUSEWAY BAY (TIN HAU)	3/4	3/4	0	0	25	0	0	0	27	0	0	0	2	0	FREQ IMP SUBJECT TO DEMAND

Bus-Bus Interchange Schemes in Yau Tsim Mong DistrictKMB 6A <-> KMB 2AJ6/6C1. Proposal

- As one of our continued effort in improving traffic condition along Nathan Road, we propose to convert KMB Route 6A (Lai Chi Kok - Star Ferry) into a MTR feeder route serving between Lai Chi Kok and Mei Foo Bus Terminus. The proposed operating details of Route 6A after conversion are as follows:

Routeing : Please refer to route map attached

Fare : Reduced from \$4.3 to \$3.1

Basic frequency : 5 minutes

Vehicle allocation : 3 air-conditioned double deck buses

- In connection with the proposed truncation of Route 6A, a bus-bus interchange (BBI) between Route 6A, 2A (Mei Foo - Lok Wah), 6 (Mei Foo - Star Ferry) and 6C (Mei Foo Kowloon City Ferry) with details as follows:

Direction	1 st leg	2 nd leg	Interchange location	Total A/C fare after discount	Existing total A/C fare	Saving
To Lok Wah	6A	2A	Mei Foo Bus	\$4.3	\$9.0	\$4.7
To Tsim Sha Tsui		6	Terminus	\$3.9	\$4.3	\$0.4
		6C		\$4.3	\$9.0	\$4.7

To Kowloon City						
To Lai Chi Kok	2A	6A	Mei Foo Bus	\$4.7	\$9.0	\$4.3
		6	Terminus	\$4.3	\$4.3	\$0
	6C			\$4.7	\$9.0	\$4.3

* Interchange discount: \$2.7 (non A/C buses) and \$3.5 (A/C buses) on 2nd leg of journey.

2. Impact on existing passengers

- Savings in fare up to \$4.7.
- Passengers from Lai Chi Kok areas can access at discounted fare to the catchment of Route 2A and 6C.
- About 1,400 existing passengers from Lai Chi Kok need to interchange with Route 6 to areas between Cheung Sha Wan and Tsim Sha Tsui. There is adequate spare capacity on Route 6 to meet the additional demand.

3. Impact on traffic along Nathan Road

- Reduce 3 trips per peak hour along, Nathan Road in both directions.

4. Target implementation date

March 2002

Route 6A – Lai Chi Kok to Mei Foo (Circular)

“via unnamed access road, Lai Wan Road, Mei Lai Road, Lai Chi Kok Road, Mei Foo Bus Terminus, Mei Lai Road, Lai Wan Road and unnamed access road.”

Route 2A – Mei Foo to Lok Wah

“via Cheung Sha Wan Road, Tung Chau West Street, Castle Peak Road, Tonkin Street, Lai Chi Kok Road, Nathan Road, Mong Kok Road, Sai Yeung Choi Street South, Argyle Street, Prince Edward Road West, Prince Edward Road East, Kwun Tong Road, Ngau Tau Kok Road, Chun Wah Road and Lok Wah Estate access road.”

Route 6 – Mei Foo to Star Ferry

via Cheung Sha Wan Road, Tung Chau West Street, Castle Peak Road, Tai Po Road, Poplar Street, Cheung Sha Wan Road, Nathan Road and Salisbury Road.”

Route 6C – Mei Foo to Kowloon City Ferry

“via Cheung Sha Wan Road, Tung Chau West Street, Castle Peak Road, Tai Po Road, Poplar Street, Cheung Sha Wan Road, Nathan Road, Gascoigne Road, Chatham Road South, Chatham Road North, underpass, Gillies Avenue, Wuhu Street, Ma Tau Wai Road, To Kwa Wan Road and San Ma Tau Street.”

Bus-Bus Interchange Schemes in Yau Tsim Mong DistrictKMB 203 <-> KMB 6/35A1. Proposal

- As one of our continued effort in improving traffic condition along Nathan Road, we propose to convert KMB Route 203 (Yau Yat Chuen - Tsim Sha Tsui East) into a MTR feeder route serving between Yau Yat Chuen and Prince Edward MTR Station. The proposed operating details of Route 203 after conversion are as follows:

Routeing : Please refer to route map attached

Fare : Reduced from \$7.0 to \$3.1

Basic frequency : 8/9 minutes

Vehicle allocation : 4 air-conditioned single deck buses

- In connection with the proposed truncation of Route 203, a bus-bus interchange (BBI) between Route 203, 6 (Mei Foo – Star Ferry) and 35A (On Yam – Tsim Sha Tsui East) with details as follows:

Direction	1 st leg	2 nd leg	Interchange location	Total A/C fare after discount	Existing A/C fare of Route 203	Saving
To Tsim Sha Tsui East	203	6 35A	Nathan Road outside Mong Kok Police Station	\$3.8 \$3.8	\$7.0	\$3.2 \$3.2

To Yau Yat Chuen	6	203	Tung Choi Street outside Mong Kok Police Station	\$4.3 \$6.4	\$7.0	\$2.7 \$0.6
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* Interchange discount: \$2.7 (non A/C buses) and \$3.5 (A/C buses) on 2nd leg of journey.

2. Impact on existing passengers

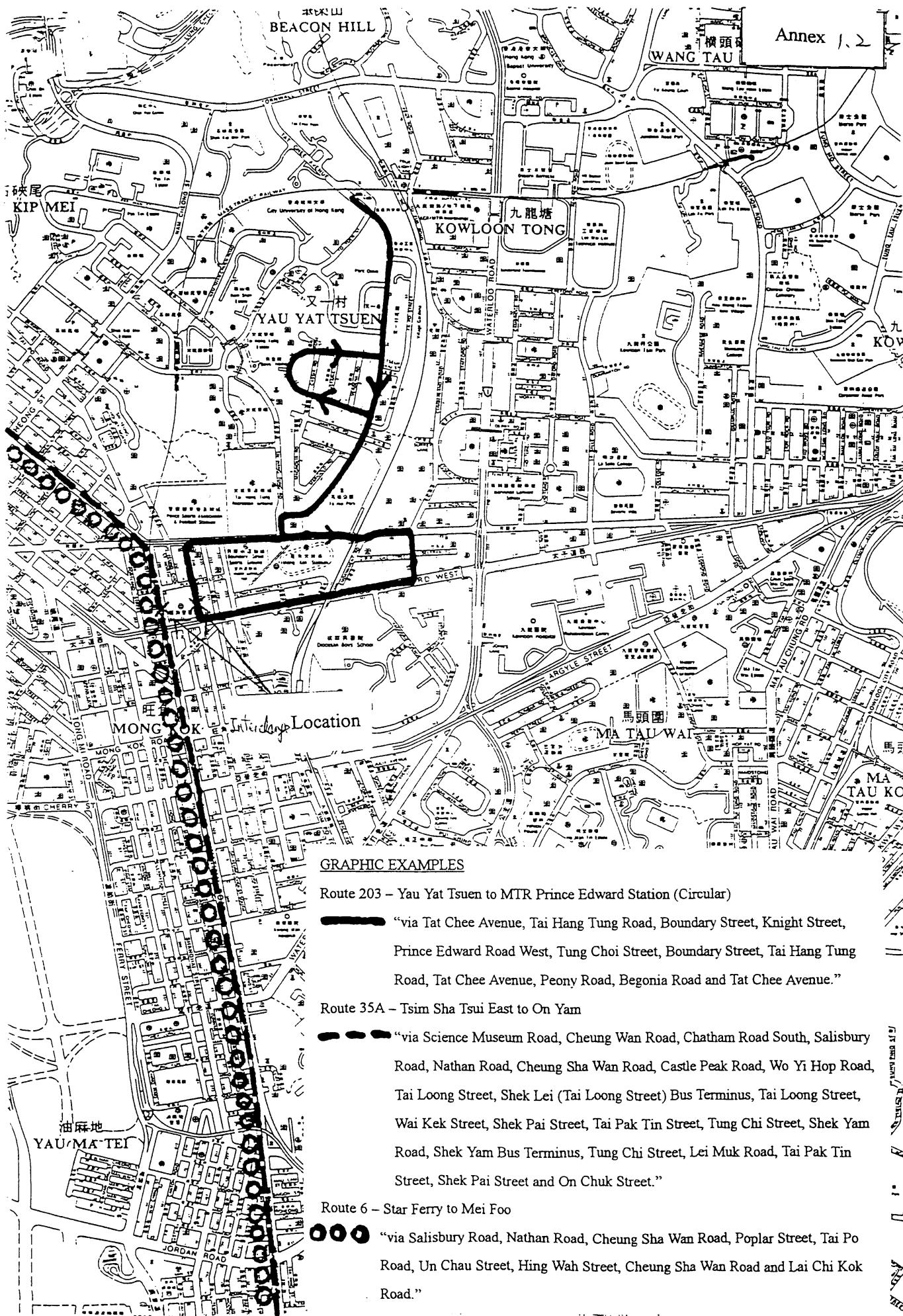
- Savings in fare rang up to \$3.2.
- About 2,300 existing passengers from Yau Yat Chuen need to interchange with Route 6 to areas between Mong Kok and Tsim Sha Tsui. There is adequate spare capacity on Route 6 to meet the additional demand.
- About 200 passengers from Yau Yat Chuen need to interchange with Route 35A to Tsim Sha Tsui East. There is adequate spare capacity on Route 35A to meet the additional demand.

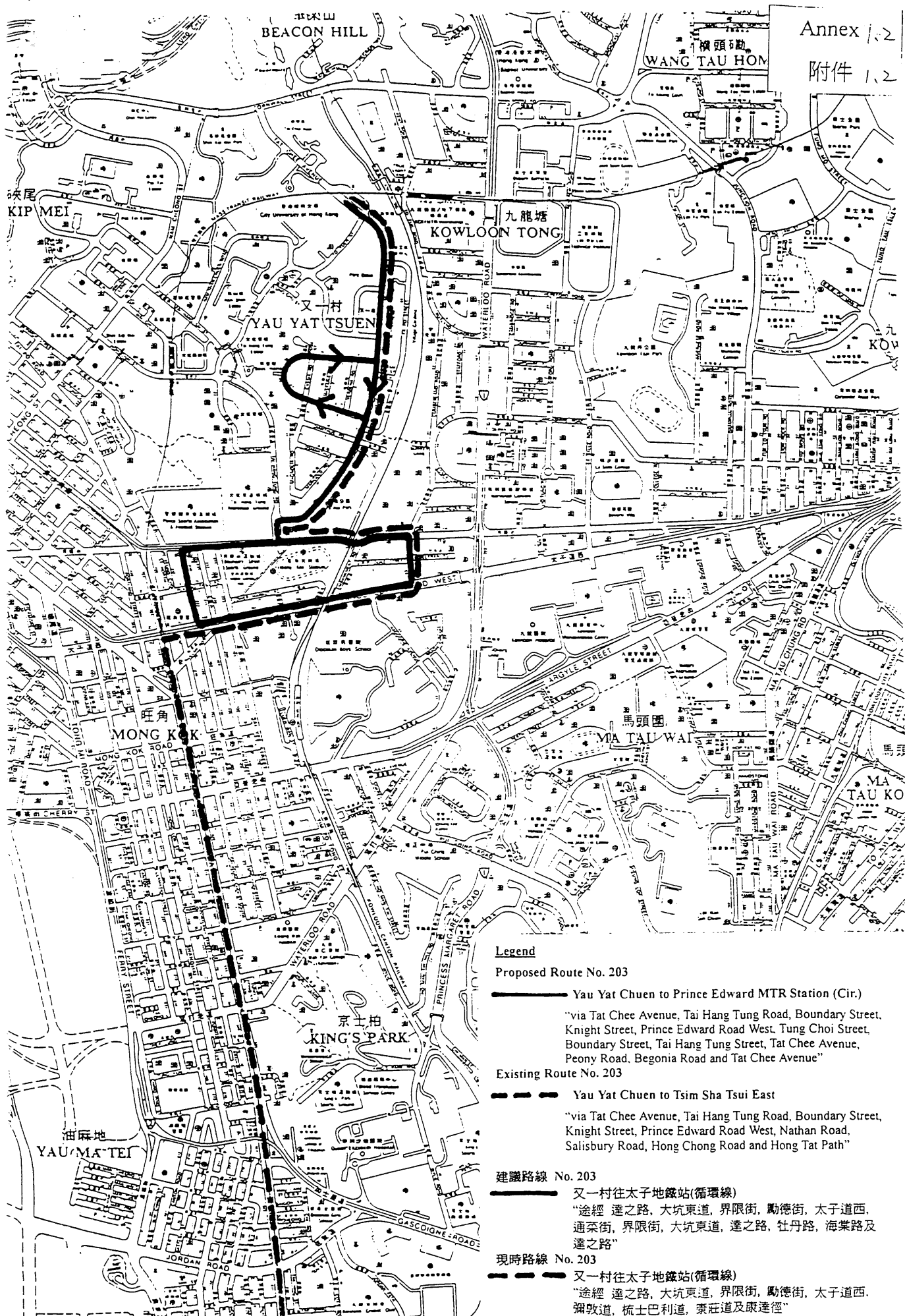
3. Impact on traffic along Nathan Road

- Reduce 6 trips per peak hour along Nathan Road in both directions.

4. Target implementation date

June 2002





Annex 1.2
附件 1.2

Legend

Proposed Route No. 203

— Yau Yat Chuen to Prince Edward MTR Station (Cir.)

"via Tat Chee Avenue, Tai Hang Tung Road, Boundary Street, Knight Street, Prince Edward Road West, Tung Choi Street, Boundary Street, Tai Hang Tung Street, Tat Chee Avenue, Peony Road, Begonia Road and Tat Chee Avenue"

Existing Route No. 203

- - - Yau Yat Chuen to Tsim Sha Tsui East

"via Tat Chee Avenue, Tai Hang Tung Road, Boundary Street, Knight Street, Prince Edward Road West, Nathan Road, Salisbury Road, Hong Chong Road and Hong Tat Path"

建議路線 No. 203

— 又一村往太子地鐵站(循環線)

"途經 達之路, 大坑東道, 界限街, 勵德街, 太子道西, 通菜街, 界限街, 大坑東道, 達之路, 牡丹路, 海棠路及達之路"

現時路線 No. 203

- - - 又一村往太子地鐵站(循環線)

"途經 達之路, 大坑東道, 界限街, 勵德街, 太子道西, 彌敦道, 梳士巴利道, 康莊道及康達徑"

Bus-Bus Interchange Schemes in Yau Tsim Mong DistrictKMB 208 <-> KMB 7/81C1. Proposal

- As one of our continued effort in improving traffic condition along Nathan Road, we propose to convert KMB Route 208 (Broadcast Drive - Tsim Sha Tsui East) into a circular route serving between Broadcast Drive and La Salle Road. The proposed operating details of Route 208 after conversion are as follows:

Routeing : Please refer to route map attached

Fare : Reduced from \$7.0 to \$3.1

Basic frequency : 8 minutes

Vehicle allocation : 5 air-conditioned single deck buses

- In connection with the proposed truncation of Route 208, a bus-bus interchange (BBI) between Route 208, 7 (Lok Fu - Star Ferry) and 81C (Yiu On - Hung Hom KCR Station) with details as follows:

Direction	1 st leg	2 nd leg	Interchange location	Total A/C fare after discount	Existing A/C fare of Route 208	Saving
To Tsim Sha	208	7	Waterloo Road near	\$3.9	\$7.0	\$3.1
Tsui/Tsim Sha		81C	Flint Road	\$4.8		\$2.2
Tsui East						

To Broadcast Drive	7 81C	208	Waterloo Road near Flint Road	\$4.3 \$7.5	\$7.0	\$2.7 [pay more by \$0.5]
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* Interchange discount: \$2.7 (non A/C buses) and \$3.5 (A/C buses) on 2nd leg of journey.

2. Impact on existing passengers

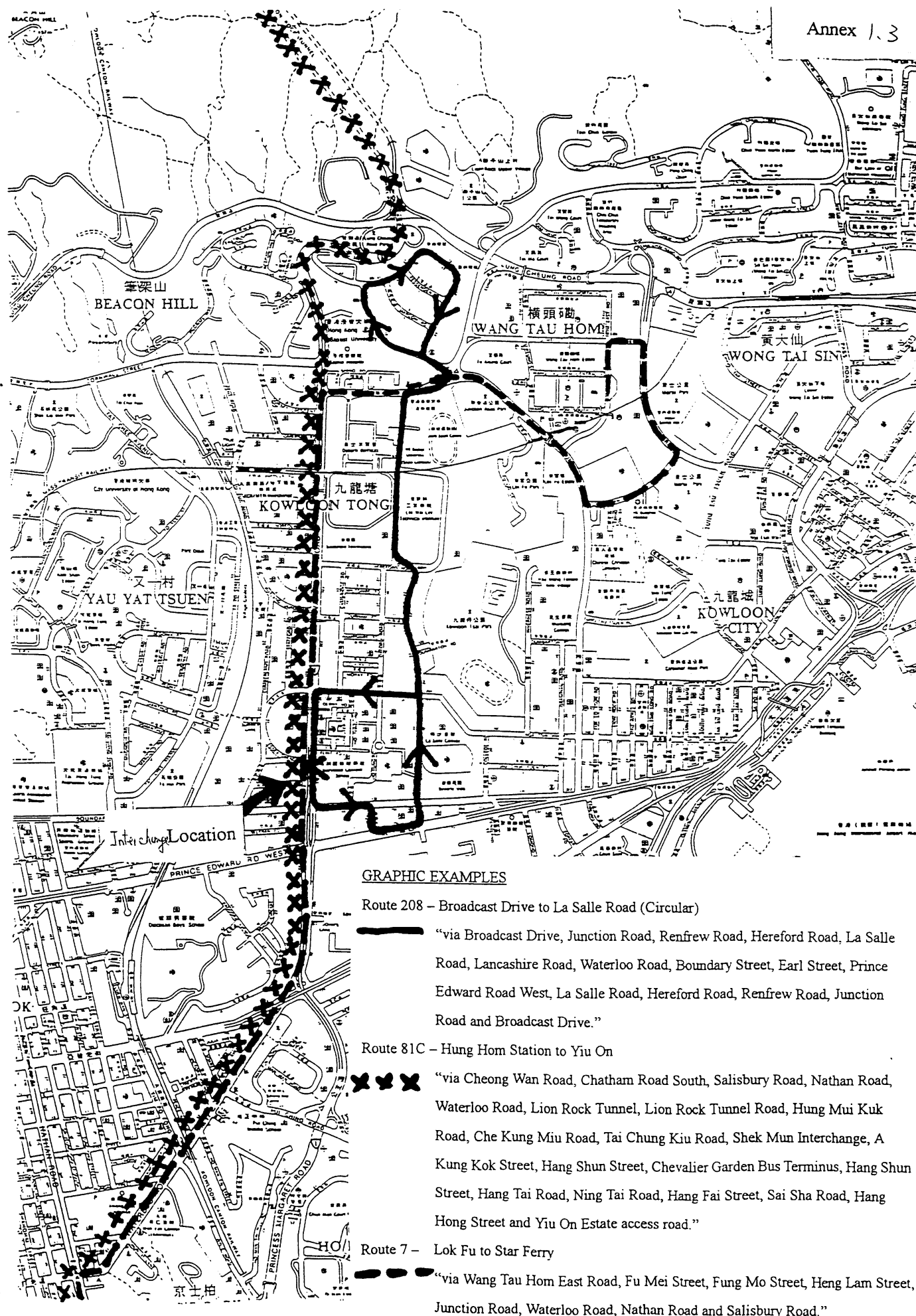
- Savings in fare (except passengers from Tsim Sha Tsui East to Broadcast Drive) up to \$3.1.
- About 1,200 existing passengers from Broadcast Drive need to interchange with Route 7 to areas between Waterloo Road and Star Ferry. There is adequate spare capacity on Route 7 to meet the additional demand.
- About 60 passengers from Broadcast Drive need to interchange with Route 81C to Tsim Sha Tsui East. There is adequate spare capacity on Route 81C to meet the additional demand.

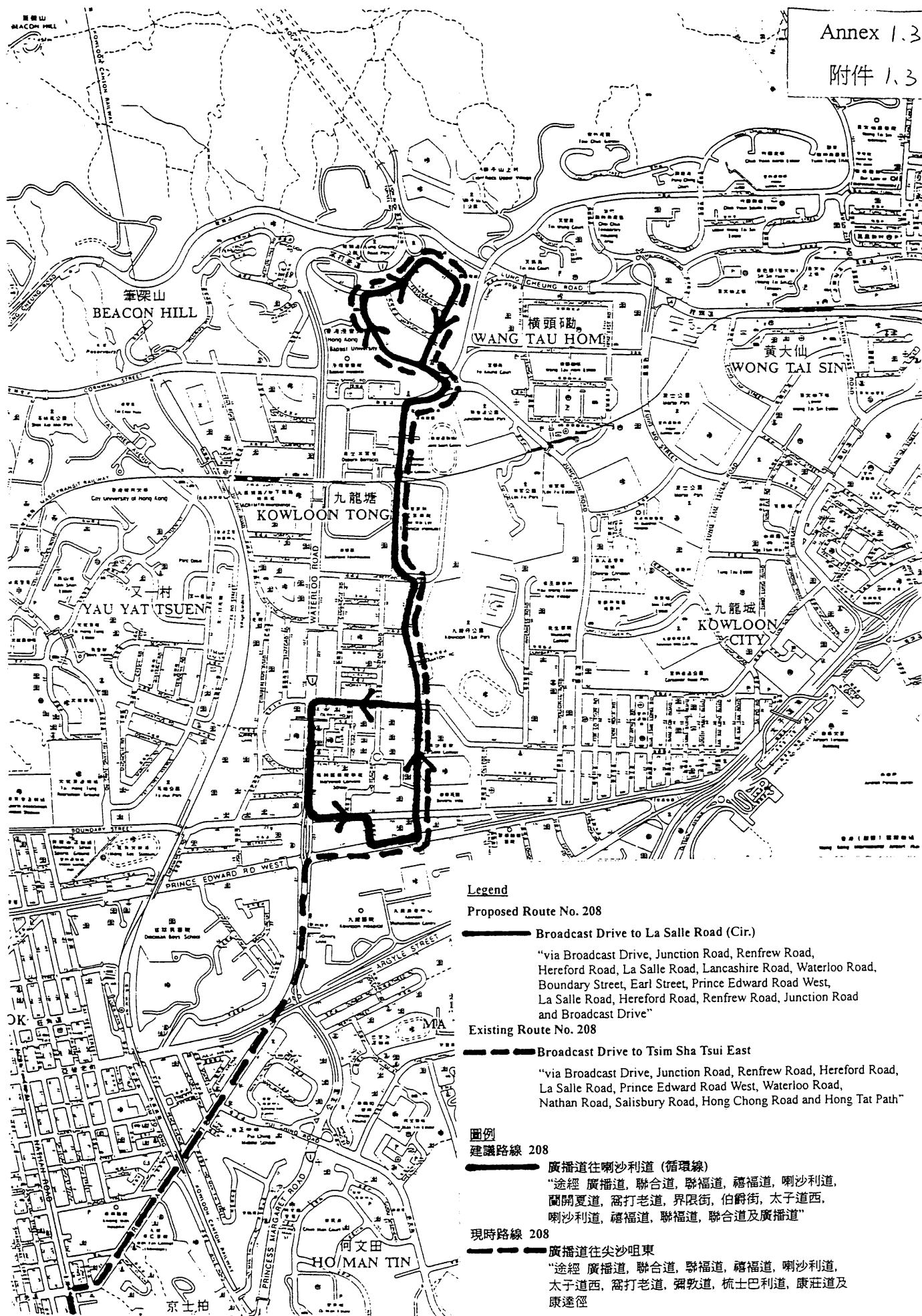
3. Impact on traffic along Nathan Road

- Reduce 8 bus trips per peak hour along Nathan Road in both directions.

D. Target implementation date

June 2002

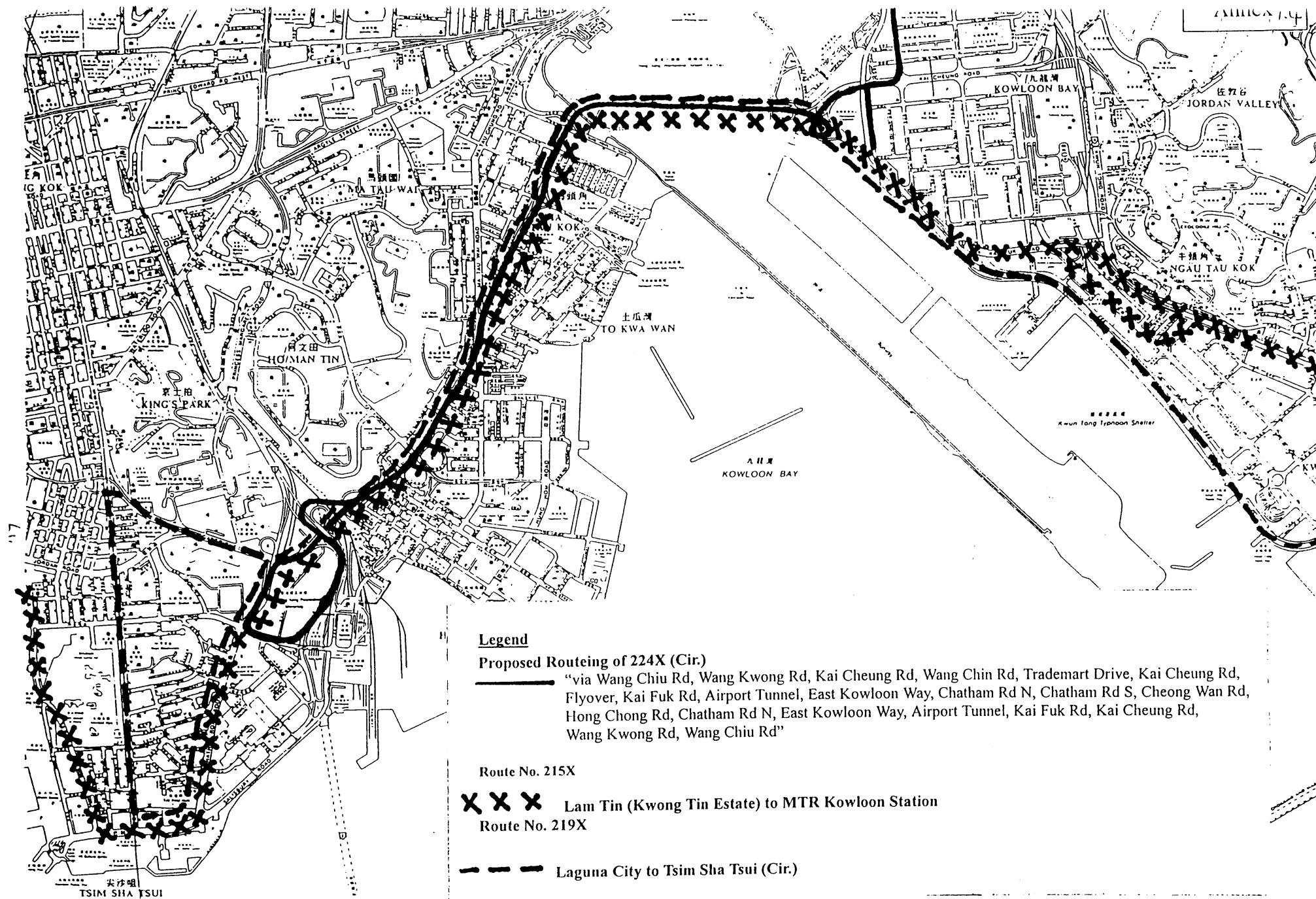




Bus-Bus Interchange Schemes in Yau Tsim Mong DistrictKMB 224X <-> KMB 215X/219X1. Proposal

- As one of our continued effort in improving traffic condition along Nathan Road, we propose to re-route KMB Route 224X (Kai Yip - Tsim Sha Tsui) (Circular) to omit Nathan Road. Please refer to the attached route map for the proposed routeing of Route 224X.
- In connection with the proposed re-routeing, a bus-bus interchange (BBI) scheme between Route 224X, 215X (Lam Tin - Kowloon MTR Station) and 219X (Laguna City- Tsim Sha Tsui) (Circular) with details as follows:

Direction	1 st leg	2 nd leg	Interchange location	Total A/C fare after discount (free interchange)	Existing total A/C fare	Saving
• To Tsim Sha Tsui	224X	215X	Chatham Road	\$6.2	\$12.4	\$6.2
		219X	South O/S the	\$6.2		\$0
• To Kowloon MTR Station			Hong Kong Polytechnic University			
To Kai Yip	215X	224X	Chatham Road	\$6.2	\$12.4	\$6.2
	219X		North near Valley Road	\$6.2	\$6.2	\$0



Bus-Bus Interchange Schemes in Yau Tsim Mong District

KMB 32 <-> KMB 31B/36B

1. Purpose

- To improve the efficiency of KMB Route 32 (Shek Wai Kok - Olympic MTR Station), KMB propose to truncate Route 32 to serve between Shek Wai Kok and Shek Lei Estate. The non A/C fare of Route 32 will be reduced from \$4.2 to \$3.5.
- In connection with the proposed truncation of Route 32, a bus-bus interchange (BBI) between Route 32, 31B (Shek Lei Estate- Olympic MTR Station) and 36B (Lei Muk Shue - Jordan Road Ferry) with details as follows:

1 st leg	Fare of 1 st leg	2 nd leg	Fare of 2 nd leg	Total fare after discount	Compare with existing fare of Route 32
Route 32 (A/C) to Kwai Chung	\$3.5	Route 31B (non A/C) to Kowloon	\$0.8	\$4.3	\$0.1 higher than existing fare of Route 32
Route 32 (A/C) to Kwai Chung	\$3.5	Route 36B (A/C) to Kowloon	\$2.0	\$5.5	\$1.3 higher than existing fare of Route 32
Route 31B (non A/C) to Kwai Chung	\$3.5	Route 32 (A/C) to Shek Wai	-	\$3.5	\$0.7 less than existing fare of Route 32

		Kok			
Route 36B (A/C) to Kwai Chung	\$5.5	Route 32 (A/C) to Shek Wai Kok	-	\$5.5	\$1.3 higher than existing fare of Route 32
Route 31B (non A/C) to Kwai Chung	\$3.0 (section fare at Yen Chow Street)	Route 32 (A/C) to Shek Wai Kok	-	\$3.0	\$1.2 less than existing fare of Route 32

- Interchange location at bus stops at Lei Muk Shue and Shek Lei Estate.
- Target to be implemented in January 2003.

(Translation)

Annex 1.6

Bus-bus Interchange Programme (72 ⇔ 31B)

Purpose

This bus-bus interchange programme is part of the reprovisioning project of the terminus of KMB Route No. 72 (Tai Wo - Park Avenue) to Cheung Sha Wan. It aims at providing alternative bus services for passengers along Tai Po Road for travelling to and from Olympic MTR Station after the reprovisioning of the terminus of Route No. 72 from Olympic MTR Station to Cheung Sha Wan.

Comparison of Fares

1. existing fare of Route No. 72 (Tai Wo - Olympic MTR Station)

from Tai Wo to Olympic MTR Station: \$6.0 for non-AC buses

2. interchange point, time limit and fares of the proposed Route No. 31B (Shek Lei - Olympic MTR Station) to be introduced in September 2002

(a) bus-bus interchange point: 128 Castle Peak Road, near Camp Street (to Kowloon)

Cheung Sha Wan Road, near Lai Kok Shopping Centre (to Tai Po)

Cheung Sha Wan Plaza (to Tai Po)

(b) time limit for interchange: Within 2 hours after boarding on the first leg

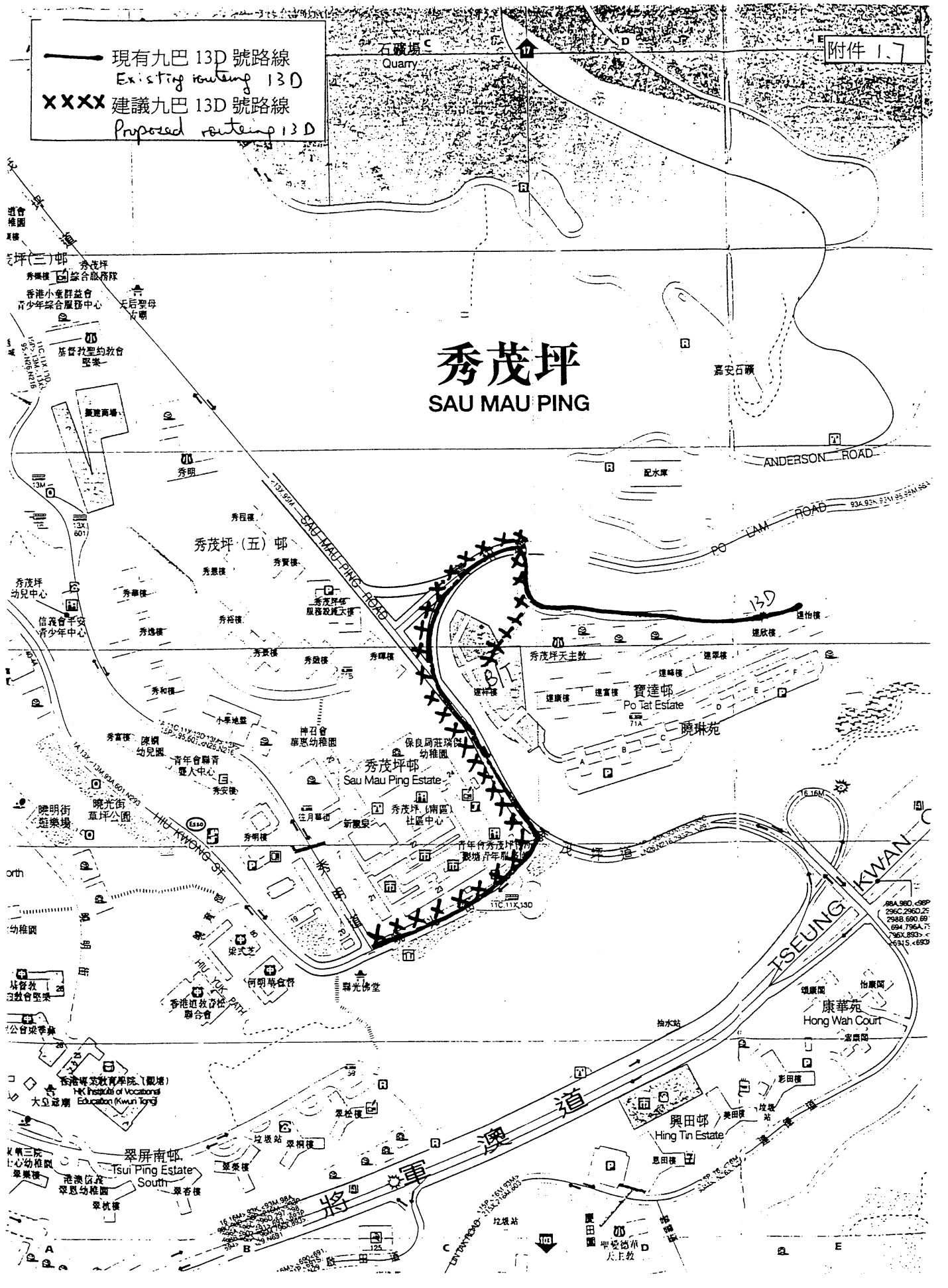
(c) proposed fares after implementation (if the fares are paid by Octopus):

(c) proposed fares after implementation (if the fares are paid by Octopus):

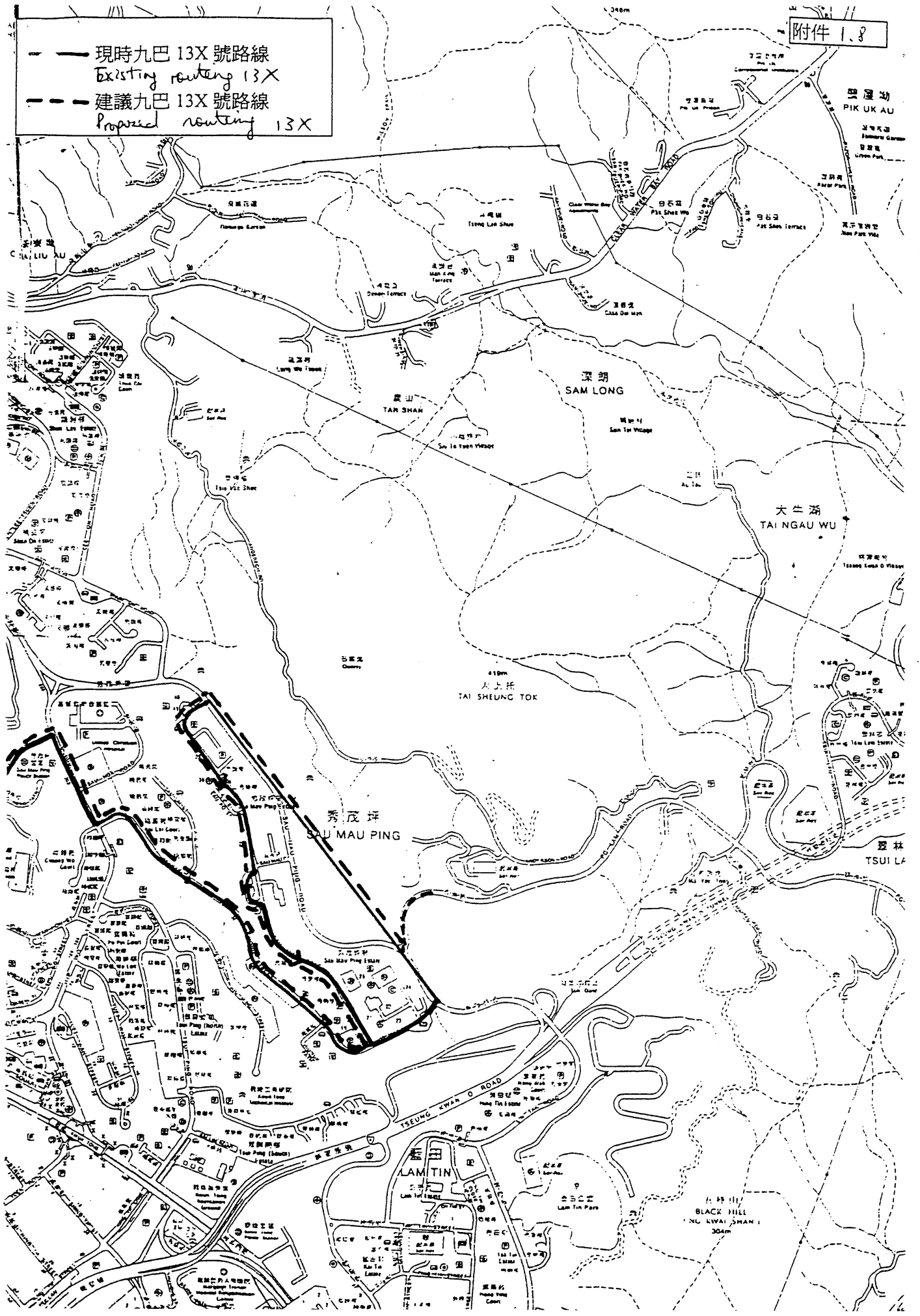
case	Route taken on the 1 st leg	fares of the 1 st leg	Route taken on the 2 nd leg	fares of the 2 nd leg	total fares	in comparison with the existing fare for Route No. 72
1	No. 72 (non-air-conditioned) to Cheung Sha Wan	\$6.0	No. 31B (non-air-conditioned) to Olympic MTR Station	free	\$6.0	No change
2	No. 31B (non-air-conditioned) to Shek Lei	\$3.5	No. 72 (non-air-conditioned) to Tai Wo	\$2.3	\$5.8	Less \$0.2

— 現有九巴 13D 號路線
Existing routing 13D
XXXX 建議九巴 13D 號路線
Proposed routing 13D

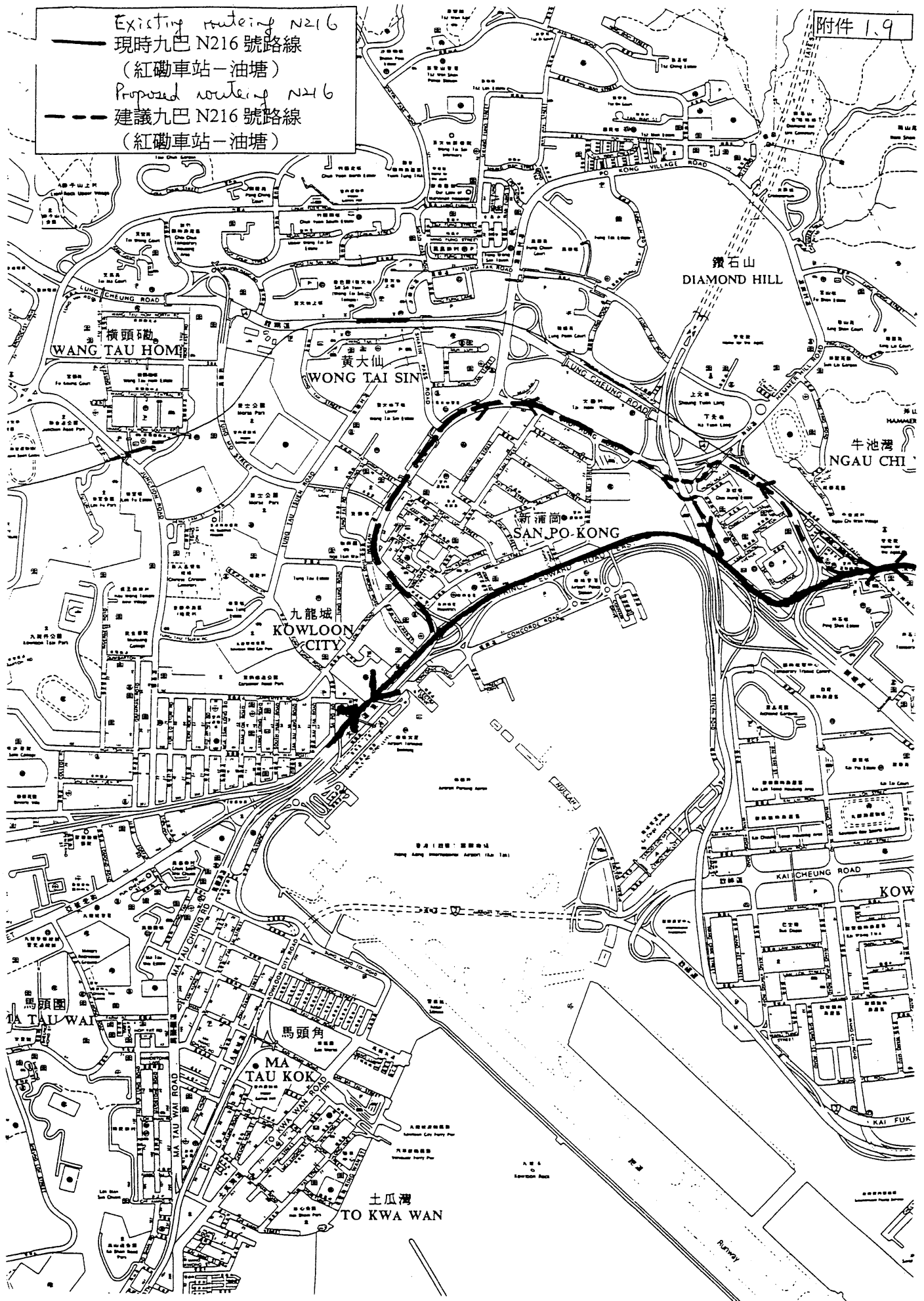
秀茂坪 SAU MAU PING

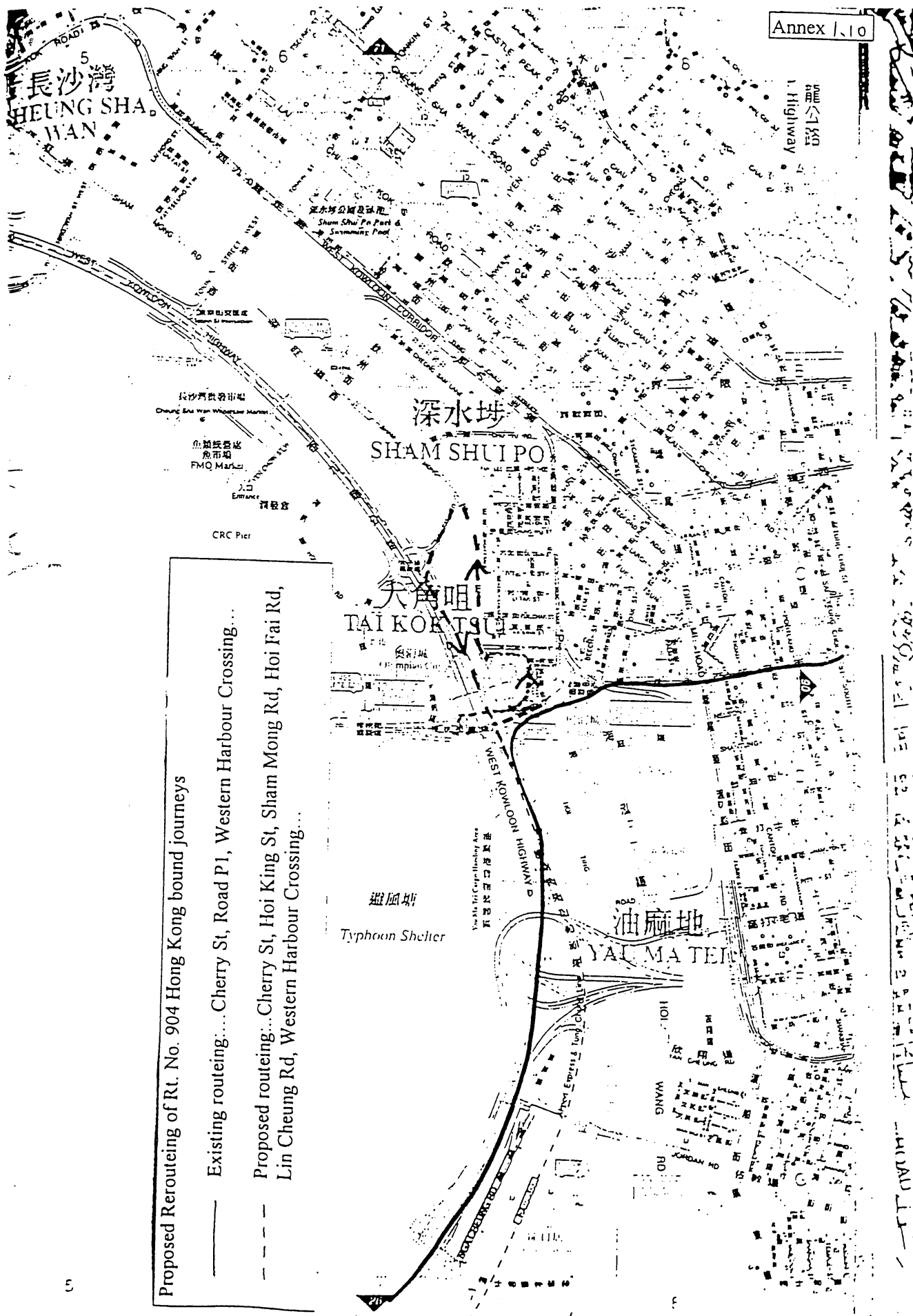


- 現時九巴 13X 號路線
Existing routing 13X
- - - 建議九巴 13X 號路線
Proposed routing 13X



Existing routeing N216
現時九巴 N216 號路線
(紅磡車站—油塘)
Proposed routeing N216
建議九巴 N216 號路線
(紅磡車站—油塘)





2000 至 2003 年度油尖旺區議會
交通運輸委員會第十三次會議紀錄(節錄)
(會議日期：2002 年 1 月 17 日)

議程三：2002 年至 2003 年度油尖旺區巴士路線發展計劃
(油尖旺交通運輸委員會第 1/2002 號文件)

28. 主席介紹運輸署巴士及鐵路科高級運輸主任周麗清女士、九龍巴士(一九三三)有限公司(以下簡稱「九巴」)高級經理(策劃及發展)蔡麗芬小姐和高級策劃及發展主任李麗玲小姐。主席請周女士介紹文件。

29. 周麗清女士簡介 2002 年 2003 年度油尖旺區巴士路線發展計劃(以下簡稱「發展計劃」)，包括提升服務及路線重整的措施及巴士轉乘計劃、策劃巴士路線發展計劃的考慮因素，以及制訂路線發展計劃的原則。她又表示，運輸署將配合地鐵將軍澳支線的通車制訂適當的交通及運輸計劃，並會諮詢區議會及有關人士的意見，以確保公共交通系統有效協調。

30. 黃志明議員關注九巴逐步以空調巴士提供服務，令市民逼於繳付較高車資，此情況在冬季尤不合理。為此，他要求九巴繼續隔班開出非空調車輛，讓乘客選擇。陳國明議員則支持使用空調巴士，他認為新車改善了座位的安排，可避免乘客發生爭執，而且車輛穿過隧道時，車廂內的空氣質素亦較理想。陳文佑議員認為，非隧道巴士應部份使用非空調車輛，以方便體弱的市民。馬力議員指出，空調巴士車廂內的溫度在冬天時偏低，車長應照顧老弱人士的需要，調較車廂的溫度。

31. 黃志明議員指出，九巴車廂的「路訊通」廣播滋擾不少乘客。他詢問，「路訊通」的收益會否用作補貼巴士服務，如果兩者並無關係，則無理由滋擾市民，以達到巴士公司廣開收入的目的。陳國明議員表示，不少市民投訴遭「路訊通」滋擾，因此，他希望九巴指示車長酌情降低廣播音量。

32. 周麗清女士稱，運輸署一直了解市民對空調巴士收費及「路訊通」廣播的關注。為了提升巴士的服務質素，巴士公司添置新巴士時，其標準設備包括空調系統、八達通售票系統、低地台出入口，環保引擎以及 2 乘 2 的座位。其中低地台設計可方便傷殘及老弱人士上落，其他新款的裝備亦能配合時代發展的需要。有關空調巴士收費方面，巴士公司在最近數次調整收費時，已逐步拉近空調與非空調巴士的收費距離。周女士續稱，「路訊通」既可

為乘客提供資訊，也可增加九巴的收入。部分收益更會用來減低增加車資的壓力。

33. 許美嫦委員關注實施巴士轉乘計劃的巴士中途站附近是否有足夠的地方供大量乘客在繁忙時間候車，以及當局有否照顧行人安全的問題。此外，她詢問附件 1.5 所載九巴 32 號與 31B/36B 號轉車計劃實施後，乘客反而多繳約 1.3 元車資的理由、並認為當局應讓市民從實施轉乘計劃中節省車資而非增加負擔，此外，優惠時限亦應合理，以免市民無法享用優惠。

(陳少棠委員在此時退席)

34. 周麗清女士表示，運輸署與九巴會小心選擇巴士轉乘計劃的轉車地點。她表示，以中途站為接駁站的選址均有足夠空間供乘客候車。此外，九巴會視乎轉車路線的組合，預留合理時間供乘客參與計劃。蔡麗芬女士補充說，32 號與 31B/36B 號線的轉車計劃可紓緩彌敦道的擠塞情況，她續稱，乘客由 32 號巴士轉乘 36B 後，須多付 1.3 元是反映由現時「非空調」服務提升為「空調」服務的票價差距。另外，乘客可到達的目的地也由現時的奧運站伸延至佐敦，比現時的路程更還。

35. 馬力議員要求加強西貢至機場的巴士服務，並釐定合理的車資。他又詢問搬遷彌敦道清真寺外的巴士站的進展。周麗清女士指出，機場巴士路線是經審慎設計後制訂的，但她會代為反映意見。但市民亦可利用其他路線，以轉駁機場線。她表示運輸署地區辦事處代表會與議員直接跟進搬遷清真寺外巴士站的問題。

36. 葉樹安議員關注行走本區的巴士線甚多，他希望當局繼續監察情況，實施巴士站重整計劃，以及全面使用雙層巴士行走彌敦道，以增加載客量及改善擠塞情況。葉議員詢問當局有否規限巴士站上蓋加建廣告牌，以免發生危險，他建議九巴逐步以下層一律為兩個座位一排的巴士取代上層為 3 加 2 座位的巴士，以免乘客因座位狹窄而引起爭執。

37. 周麗清女士表示，運輸署正積極跟進巴士站的重整計劃。此外，巴士公司興建巴士站上蓋(包括廣告牌)是需要獲得運輸署的批准。倘若運輸署發現巴士公司不依照運輸署的批准興建巴士站上蓋，會立刻要求巴士公司改正。她續稱，視乎乘客需求，九巴現時已逐步減少使用單層巴士，並以上層為兩個座位一排的車輛取代 3 加 2 座位的車輛。

38. 主席要求九巴改善空調巴士車輛內溫度偏低的情況，以及照顧

不願受聲浪滋擾的乘客。周麗清女士答稱，新式巴士除設有空調系統外，亦有暖氣風槽，以確保巴士溫度可經常保持在適當溫度之間，此外，一些最新的巴士更設有空調淨化功能。周女士表示，不少市民就「路訊通」提出意見，運輸署正與有關巴士公司研究改善方案，以減低因廣播聲浪對部分乘客造成的滋擾。

39. 陳文佑議員建議九巴將經長沙灣道或荔枝角道往來新界西的巴士隔班改經西九龍走廊，以縮短行車時間和減少交通負荷。周麗清女士答允會考慮上述建議是否可行。

40. 陳仲傑議員建議九巴「九龍遊」T1 巴士不要在彌敦道的中途站等候乘客，以免造成交通擠塞。委員並無其他意見，主席多謝運輸署代表出席會議講解詳情，並請九巴代表留步討論下一個議程。