

**Legislative Council Panel on Transport  
Subcommittee on Matters relating to Railways**

**Co-ordination of Public Transport Services to tie in with the  
Commissioning of the West Island Line and South Island Line (East)**

**Purpose**

This paper informs Members of the Government's plan to consult the relevant District Councils ("DCs") on the proposed public transport re-organisation plans ("PT Plans") to tie in with the commissioning of the West Island Line ("WIL") and South Island Line (East) ("SIL(E)") in 2014 and 2015 respectively.

**Background**

Transport Policy Objective

2. Our objective is to provide a safe, reliable, efficient and environmentally friendly public transport system which can meet the economic, social and recreational needs of the community on the one hand, and can support sustainable development of Hong Kong on the other. The Government's policy is to use the railway as the backbone of the public transport system, complemented by franchised bus services. Other transport modes including public light buses, trams, taxis and non-franchised buses will continue to supplement the services provided by railways and franchised buses. The Government will suitably coordinate various public transport services to enhance network efficiency, maintain reasonable fares, relieve congestion and improve roadside air quality.

WIL and SIL(E)

3. The WIL is a 3-km extension of the existing Island Line from Sheung Wan Station to Kennedy Town with two intermediate stations at Sai Ying Pun and near the University of Hong Kong. The alignment of the WIL is shown at **Annex A**. Linked with the Island Line, the WIL will provide direct railway service along the northern shore of the Hong Kong Island from Kennedy Town on the west to Chai Wan on the east. As an extension of Island Line, the train specification, speed, headway and capacity of the WIL have to be the same as those of

the Island Line. The capacity is about 85,000 passengers per hour in each direction. Upon the commissioning of the WIL, the residents in the Western District will have direct access to the MTR network. The WIL will also provide convenient pedestrian passages between the Western Mid-levels and the waterfront at Des Voeux Road West through the unpaid zones within station premises. This would help reduce the demand for road-based transport between the Western Mid-Levels and the northern shore of Hong Kong Island. The WIL is expected to be commissioned in 2014.

4. The SIL(E) is a new railway line connecting to the southern part of the Hong Kong Island, running from Admiralty to South Horizons in Ap Lei Chau. It is 7-km long with three intermediate stations at Ocean Park, Wong Chuk Hang and Lei Tung. The capacity is about 20,000 passengers per hour in each direction. The alignment and station design of the SIL(E) cater for the transport needs of the commuters in the Southern District and the railway line will be operated as a medium capacity railway system. The alignment of the SIL(E) is shown at **Annex B**. Upon commissioning of the SIL(E), passengers may interchange for the existing Island Line, Tsuen Wan Line and the future Shatin to Central Link at the Admiralty Station which will be expanded. This will greatly enhance the connectivity of the Southern District with the northern shore of Hong Kong Island. The SIL(E) is expected to commence operation in 2015.

5. The WIL and SIL(E) will greatly improve the accessibility to the developments along the new railway corridors in the Western and Southern Districts on Hong Kong Island. Passengers taking the WIL and SIL(E) may interchange for existing rail lines at various interchanging stations for access to other parts of the territory. Moreover, these two new railways will provide commuters with a quick and reliable alternative mode of public transport. For instance, the estimated journey time from the future Kennedy Town Station to Sheung Wan Station is only about 8 minutes, as compared with the existing bus journey time of 25 minutes. The journey time from the future South Horizons Station at Ap Lei Chau to the Admiralty Station is estimated to be about 11 minutes, far less than the existing bus journey time of about 35 minutes.

## **PT Plans for WIL and SIL(E)**

### Considerations in Devising the PT Plans

6. The commissioning of the WIL and SIL(E) will bring convenience to passengers, and change the utilisation of different transport modes. In view of this, the Transport Department (“TD”) has completed a consultancy study on the co-ordination of other public transport services. The objectives of the study are to:

- (a) assess the possible changes in passengers’ choice of public transport services upon the commissioning of the new railway lines;
- (b) evaluate the impact of the new railway lines on other road-based public transport services;
- (c) develop PT Plans for each of the new railway lines to better suit passengers’ travelling needs;
- (d) improve the operational efficiency of the public transport network;
- (e) achieve better inter-modal co-ordination; and
- (f) ensure the operation of the affected operators is still financially viable.

7. In this connection, the PT Plans for the WIL and SIL(E) have been developed having regard to the following considerations:

- (a) the broad transport policy mentioned in paragraph 2 above;
- (b) the maintenance of an efficient public transport network by rationalising and improving public transport services as well as enhancing their co-ordination to cope with changes in passengers’ needs;
- (c) the provision of feeder services to ensure good connectivity of the railway stations for easy access by passengers;
- (d) the maintenance of franchised bus and green minibus (“GMB”) service networks that are operationally and financially viable; and

- (e) the maintenance of healthy competition among public transport modes so that commuters can have choices.

### Proposed PT Plans

8. The WIL and SIL(E) will penetrate into traditional well-developed areas, such as Sai Ying Pun, Shek Tong Tsui and Kennedy Town for the WIL and Wong Chuk Hang and Ap Lei Chau for the SIL(E). Upon the commissioning of the two railways, bus and GMB routes operating within the catchment areas of the new railway stations in the Western and Southern Districts will be affected as the new railway stations are within walking distance for most people who live or work in these areas. Some of the passengers currently taking franchised buses, GMBs or other road-based transport modes to interchange with the MTR system will then be able to reach the new stations directly on foot without the need to take any road-based transport. Moreover, a number of passengers currently taking road-based transport may switch to the railway service for much shorter and reliable journey time. The change in passenger demand will create more room to rationalise bus and GMB routes.

9. To maintain the efficiency and financial viability of the network, the service level of bus and GMB routes have to be adjusted appropriately through route cancellation, diversion or frequency reduction etc. At the same time, service improvement measures, in the form of new routes, route extension or frequency improvement, will also be introduced to meet new demand for feeder services from passengers who were once captive to road-based transport to the new MTR stations. In the course of devising the PT Plans, the TD will maintain some alternative transport services so that passengers can still enjoy certain franchised bus and GMB services. Meanwhile, bus and GMB routes which have been rationalised will have less duplication and more direct routings.

10. Through reduction of duplicated services and improvement of routing, the rationalisation of bus and GMB routes can increase travelling speed. Passengers will also benefit from new bus and GMB feeder services to new railway stations, and at reduced fares for some routes. It is expected that about 200 buses will be saved under the proposed PT Plans. This will help reduce vehicular flow on busy urban roads, thereby relieving traffic congestion and reducing roadside emission. As regards GMBs, the adjustments will primarily involve frequency adjustment of existing routes and creation of new feeder routes to railway stations. Upon the commissioning of the new railways, some taxis and

red minibuses currently operating mainly in the Western and Southern Districts will presumably expand their service area to other districts. Meanwhile, while some tram passengers may opt for the new railway service, the figure should not be significant owing to the differences in fare level and mode of operation.

## **Consultation and Implementation**

11. The TD will consult the relevant DCs on the PT Plans from July 2013 onwards. Subject to the views of the local community, the TD will adjust the proposed PT Plans where necessary and as appropriate. The Government aims to finalise the PT Plans before the first quarter of 2014 so that there is sufficient time for publicity and for gearing up for service adjustment prior to the commissioning of the WIL.

12. The PT Plans will be implemented in phases. Upon the commissioning of the new rail lines, the re-organisation of franchised bus and GMB services involving route modification will be put in place to ensure the overall efficiency and integrity of the transport network. Meanwhile, other changes, such as frequency adjustments, will be made progressively in the light of the on-the-ground situations to ensure that services are adjusted to meet passenger demand. The Government will closely monitor the actual situations and will maintain communication with the stakeholders. Where necessary, the details and pace of the implementation programme may be adjusted.

**Transport and Housing Bureau  
Transport Department  
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維多利亞港  
VICTORIA HARBOUR

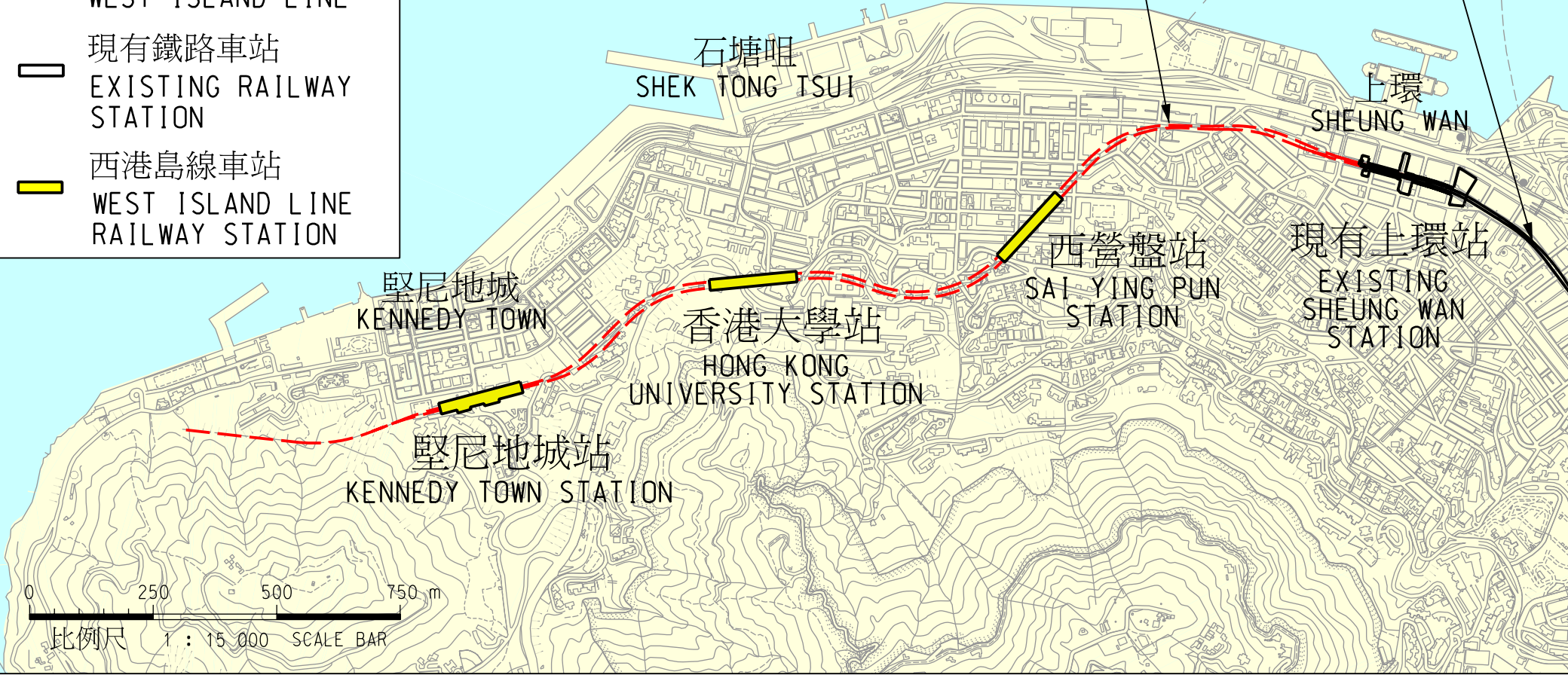


圖例  
LEGEND

- 現有鐵路路線  
EXISTING RAIL LINE
- 西港島線路線  
WEST ISLAND LINE
- 現有鐵路車站  
EXISTING RAILWAY STATION
- 西港島線車站  
WEST ISLAND LINE RAILWAY STATION

西港島線路線  
WEST ISLAND LINE

現有港島線  
EXISTING ISLAND LINE



圖則名稱 drawing title

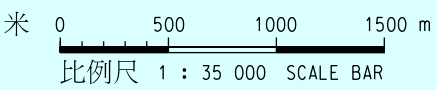
西港島線  
WEST ISLAND LINE



圖例  
LEGEND

- 現有鐵路路線  
EXISTING RAIL LINE
- 建造中南港島線（東段）  
SOUTH ISLAND LINE (EAST)  
UNDER CONSTRUCTION

Annex B



# 南港島線（東段）

## SOUTH ISLAND LINE (SIL) (EAST)