

政府總部
運輸及房屋局
運輸科
香港添馬添美道2號
政府總部東翼



Transport and
Housing Bureau
Government Secretariat
Transport Branch

East Wing, Central Government Offices,
2 Tim Mei Avenue,
Tamar, Hong Kong

本局檔號 OUR REF.: THB(T)CR 1/5592/98
來函檔號 YOUR REF.:

電話Tel. No.: 3509 8155
傳真Fax No.: 2104 7274

29 July 2013

Clerk to Panel
Legislative Council
Legislative Council Complex
Legislative Council Road
Central, Hong Kong
(Attn.: Ms Katherine Chan)
[Fax No. : 2978 7569]

Dear Ms Chan,

Subcommittee on Matters Relating to Railways

Follow-up action arising from the meeting on 5 July 2013

I refer to the discussion on “Co-ordination of Public Transport Services to tie in with the Commissioning of the West Island Line and South Island Line (East)” at the captioned meeting. Please find enclosed supplementary information regarding the public transport re-organisation plans (“PT Plans”) as requested by the Subcommittee.

The Transport Department has started local consultations. Information at **Annex A** and **Annex B** has been provided to Southern District Council (“DC”) and Central & Western DC respectively to explain in detail public transport service arrangements being affected by the PT plans. Soft copies of the documents can also be downloaded online¹.

Yours sincerely,

(Annie Yu)

for Secretary for Transport and Housing

c.c. Commissioner for Transport (Attn. : Mr Patrick Ng)

¹ Southern District Council – Paper 19/2013:
http://www.districtcouncils.gov.hk/south/tc/2012_2015/TTC_committee_meetings_doc_10.html
Central & Western District Council – Paper 43/2013:
http://www.districtcouncils.gov.hk/central/tc/2012_2015/committee_meetings_doc_ttc_2013.html

(Translation)

SDC T&TC Paper No. 19/2013

**Southern District Council
Traffic and Transport Committee**

**Public Transport Re-organisation Plans to tie in with the
Commissioning of the West Island Line and South Island Line (East)**

Purpose

This paper briefs Members on the public transport re-organisation plans (“PT Plans”) to tie in with the commissioning of the West Island Line (“WIL”) and the South Island Line (East)(“SIL(E)”) in 2014 and 2015 respectively and seeks their views on the plans.

Introduction

2. Our railway network is the backbone of Hong Kong's public transport system. It carries over 4.5 million passengers per day, accounting for about 40% of all public transport passenger trips. The development of rail transport not only can significantly speed up passenger flow, but also alleviate road traffic congestion and reduce vehicle-induced air pollution. The development potential of areas along the railway lines can also be unleashed to facilitate economic development. Therefore, our long-term planning for public transport will revolve around a railway-based network complemented by 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.

3. With the successive completion of the WIL and the SIL(E) in 2014 and 2015 respectively, the public transport capacity of the Western and Southern Districts will be greatly enhanced. The passengers’ travel pattern in the districts is also expected to change. Some of the passengers currently taking franchised buses, green minibuses (“GMBs”) or other road-based transport

modes to interchange with the MTR system will be able to reach the new stations directly on foot. The change in passenger demand will create more room to rationalise bus and GMB routes. As in the past, prior to the commissioning of new railways, the Transport Department (“TD”) will co-ordinate different public transport services, with a view to providing the public with reasonable choices of transport modes at affordable fares on the one hand, while utilising public transport resources effectively and enhancing network efficiency on the other.

4. With the implementation of the PT Plans, we aim to make adjustments to the bus and GMB services based on the passengers’ travel pattern. Apart from taking advantage of less duplicated and more direct and convenient bus and GMB services, passengers may also benefit from having access to new bus and GMB feeders to new railway stations, some with reduced fares. The spared bus and GMB capacity can be allocated to routes with increasing demand inside or outside the districts, thereby reducing the number of buses and GMBs for better utilisation of public transport resources.

5. Clean air and good traffic conditions are valuable assets in sustaining our long-term development. Through adjusting road traffic, the proposed PT Plans will help improve the environment, relieve road congestions and mitigate the problem of air pollution. Subject to local support and implementation of the proposed bus route rationalisation plans, it is expected that upon the commissioning of the two new railways, our environment can be improved with reduced roadside emissions from buses.

WIL and SIL(E)

6. Upon completion in 2014 and 2015 respectively, the WIL and the SIL(E) will provide residents in the Western and Southern Districts with a fast and reliable railway service. Passengers of the two new railways can make use of the existing railway network and various interchanging stations to reach different parts of the territory.

WIL

7. 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. It is expected to be commissioned in 2014 and its alignment is shown at Annex 1. Linked with the Island Line, the WIL will provide a direct railway service along the northern shore of the Hong Kong Island from Kennedy Town on the west to Chai Wan on the east. This will not only enable residents in the Western District to have direct access to the MTR network, but 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, thereby reducing the demand for road-based transport between the Western Mid-Levels and the northern shore of Hong Kong Island. Moreover, the WIL will significantly enhance the overall public transport capacity of the Western District on Hong Kong Island and greatly shorten the journey time from the Western District to other areas on Hong Kong Island and in Kowloon. According to the information provided by the MTR Corporation Limited (“MTRCL”), the estimated journey time from the future Kennedy Town Station to Sheung Wan Station is only about 8 minutes; while that to Causeway Bay Station is only about 13 minutes.

SIL(E)

8. The SIL(E) is a 7-km long railway line running between Admiralty and South Horizons in Ap Lei Chau with three intermediate stations at Ocean Park, Wong Chuk Hang and Lei Tung. It is expected to commence operation in 2015 and its alignment is shown at Annex 2. 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 Admiralty Station which will be expanded. This will greatly enhance the connectivity of the Southern District with the northern shore of Hong Kong Island. Moreover, this railway line will provide residents in the Southern District with a speedy and comfortable public transport service and relieve the existing bottlenecks and congestion problems at major trunk roads in the district, such as Aberdeen Tunnel. According to the information provided by the MTRCL, the estimated journey time from the future Ocean Park Station and South Horizons Station to Admiralty Station are only about 4 and 11 minutes respectively.

Considerations in Devising the PT Plans

9. The PT Plans have been developed having regard to a basket of factors including:

- the sustainable transport policy of adopting railway network as the backbone of the local public transport system. Under the policy, transport modes such as franchised buses and GMBs should provide efficient feeder services to supplement railway services which have higher carrying capacity;
- the maintenance of healthy competition among public transport services in order to achieve a highly efficient and co-ordinated public transport service network;
- the provision of reasonable transport choices in public transport arrangement that match with the changing demand for different public transport services;
- the provision of pedestrian facilities and feeder services, etc. to ensure good connectivity of the railway stations for easy access by passengers;
- the maintenance of the operational and financial viability of franchised bus and GMB service networks; and
- the reduction of road-based traffic congestion and emission to improve the environment.

10. In the light of the above factors, we propose to rationalise the existing bus and GMB services to ensure that the public transport system can meet the changes in passengers' travel pattern and maintain efficient operation. Re-organisation items include the provision of new feeder services to new railway stations, extension of existing routes or service improvement. As for those bus routes that overlap with railway lines or are expected to have significant loss of passengers, they will be adjusted through means such as route alternation, frequency adjustment and route amalgamation/cancellation.

Proposed PT Plans

11. Specific proposals under the PT Plans for the Southern District to tie in the commissioning of the WIL and the SIL(E) are elaborated in **Annex 3**.

Implementation Procedures

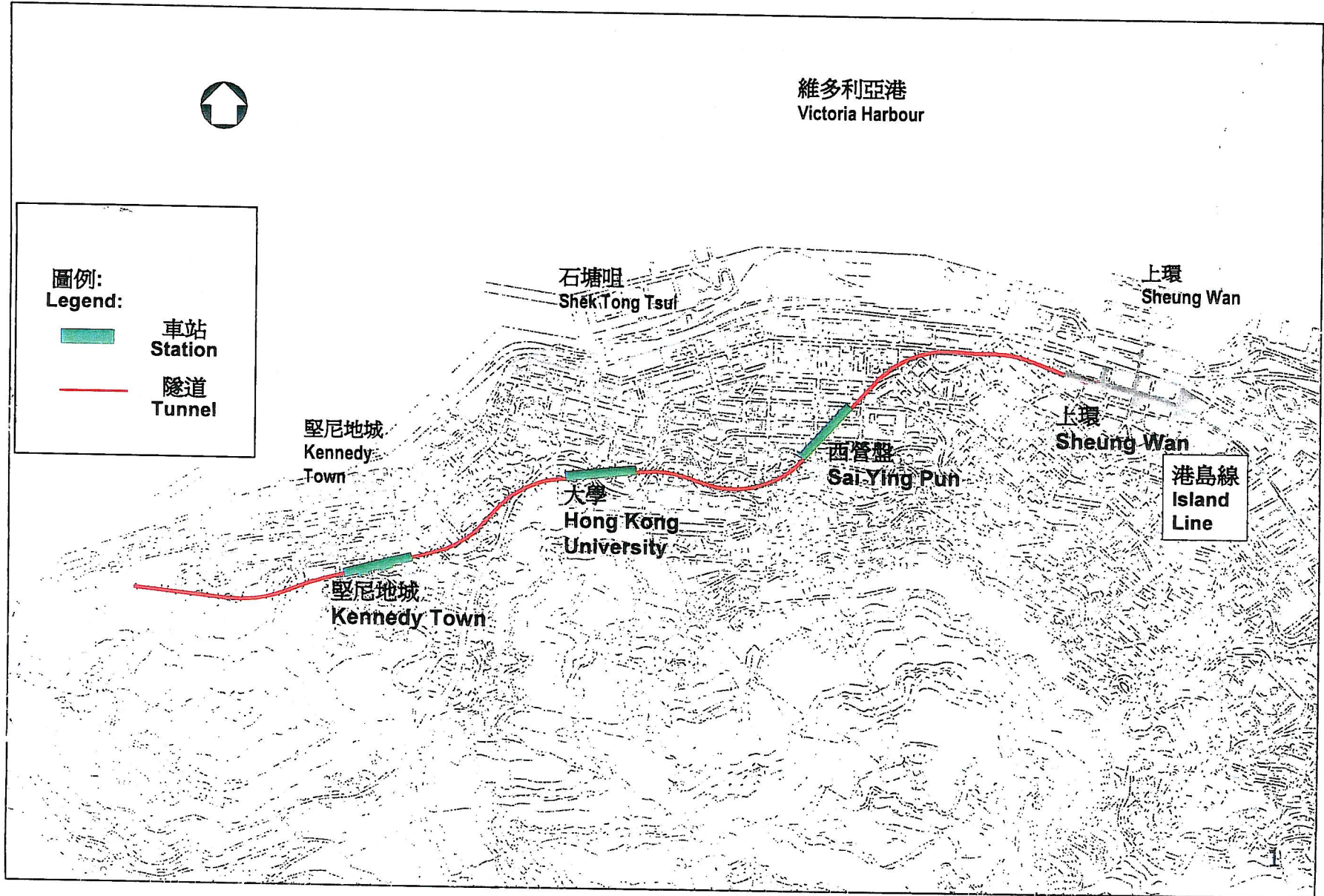
12. To allow the public to adapt more easily to the new traffic arrangements, the TD will adopt a phased and progressive approach for the smooth implementation of the PT plans. We will not cancel any bus service or implement any large-scale service change immediately on the first day when the WIL and the SIL(E) are open to the public. Instead, we will closely monitor any change in the passengers' travel demand upon the commissioning of the new railways and implement service adjustments in phases where necessary. Before implementation of the changes, we will launch extensive publicity in collaboration with the relevant public transport operators to familiarise the passengers with such changes.

Advice Sought

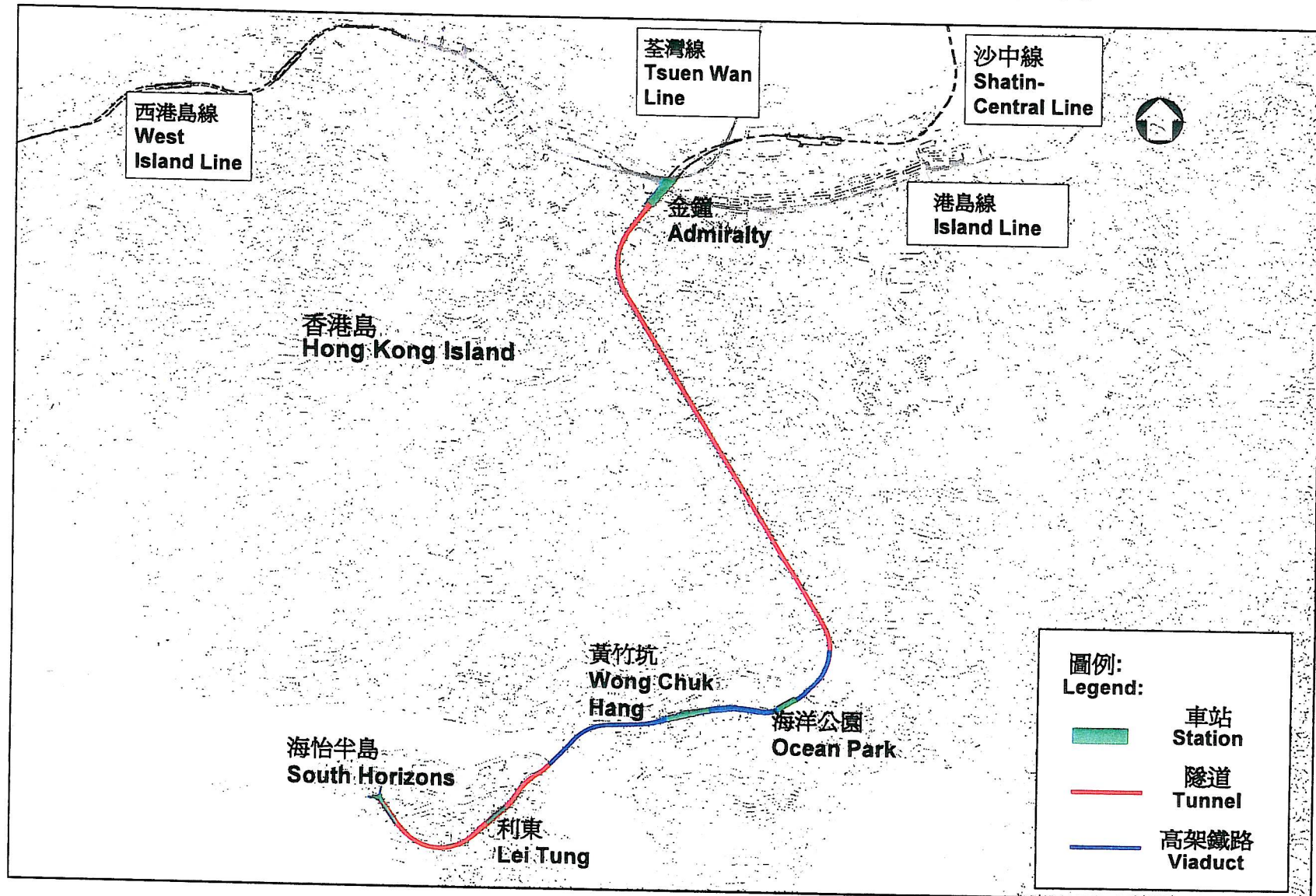
13. Members are invited to comment on the proposed PT plans for the Southern District to tie in with the commissioning of the WIL and the SIL(E).

Transport Department
July 2013

West Island Line (WIL)



South Island Line (East) (SIL(E))



I. Southern District – Public Transport Re-organisation Plans to tie in with the Commissioning of the West Island Line

A. Franchised Bus Service

(I) Proposed Re-organisation Packages

1. Re-organisation of NWFB 43X and 46X (Proposed new railway feeder service NWFB 43M)

Route	Origin-Destination	Existing Peak Headway (minutes)	Proposed Arrangements	Vehicle Change
NWFB 43X	Wah Kwai Estate – Wan Chai (Harbour Road) (Cir.)	20/30	[Concerned areas in Southern District : Tin Wan, Wah Kwai, Wah Fu, Pok Fu Lam Road] It is expected that upon the commissioning of West Island Line, the passengers' travel pattern will change and more passengers will take feeder services to and from new railway stations. Thus, it is proposed to amalgamate NWFB 43X and 46X and re-number the route to <u>NWFB 43M [Tin Wan – Kennedy Town (Cir.)]</u> . It will travel via Wah Fu, Pok Fu Lam Road, and Kennedy Town Station on Smithfield. The proposed fare is \$5.3. The re-numbered route will provide feeder service for the residents in the western area of Southern District. [Appendix 1]	-4
NWFB 46X (Morning peak only service)	Tin Wan – Wan Chai (Harbour Road) (Cir.)	15/20 From 6.00 am to 9.00 am on Mondays to Saturdays (except public holidays)		-3
NWFB 43M (Re-numbered service)	Tin Wan – Kennedy Town	12-15 (proposed headway)	Meanwhile, it is proposed to extend CTB 70[Aberdeen–Central (Exchange Square)] (via Aberdeen Tunnel) to Wah Kwai and thus the residents will have a choice of alternative public transport service to the northern shore of Hong Kong Island. Other than NWFB 43M or CTB 70, passengers plying between Tin Wan/ Wah Kwai/ Wah Fu/ Pok Fu Lam Road and Central and Western District/Wan Chai could take the following bus services : <ul style="list-style-type: none"> ● NWFB 4X [Wah Fu (South)-Central (Exchange Square)] (Cir.) ● CTB 7 [Shek Pai Wan – Central (Central Ferry Piers)] (proposed to divert via Wah Fu (South)) ● CTB 40M [Wah Fu (North) – Admiralty (Government Headquarters)] (proposed to divert via Chi Fu and Hennessy Road) 	+7

2. Re-organisation of CTB 70 and 70M

Route	Origin-Destination	Existing Peak Headway (minutes)	Proposed Arrangements	Vehicle Change
CTB 70	Aberdeen – Central (Exchange Square)	4-12	[Concerned areas in Southern District : Aberdeen, Tin Wan, Wah Kwai]	+2
CTB 70M (Morning peak only service)	Wah Kwai – Admiralty Station (East)	15/30 From 7:05 am to 8:55 am on Mondays to Saturdays (except public holidays) [According to RDP, frequency reduction and conversion to unidirectional service will be implemented in the third quarter of 2013]	Due to overlapping of the service areas of these two routes, it is proposed to re-organise them in which CTB 70M (morning peak only service) will be amalgamated with CTB 70. Meanwhile, it is proposed to relocate the terminal point of CTB 70 to Wah Kwai and travel via Tin Wan and Aberdeen for enlargement of its service area. [Appendix 2]	-4

3. Re-organisation of NWFB 4, 4X and CTB 7

Route	Origin-Destination	Existing Peak Headway (minutes)	Proposed Arrangements	Vehicle Change
NWFB 4	Wah Fu (South) – Central (Cir.)	20	[Concerned areas in Southern District : Wah Fu, Pok Fu Lam Road, Aberdeen, Tin Wan]	-3
NWFB 4X	Wah Fu (South) – Central (Exchange Square) (Cir.)	15	Due to overlapping of the service areas of these three routes, it is proposed to re-organise them in which NWFB 4 will be amalgamated with NWFB 4X and CTB 7. Meanwhile, it is proposed to divert CTB 7 <u>via Wah Fu (South)</u> to serve residents travelling between Wah Fu/ Pok Fu Lam	0

Route	Origin-Destination	Existing Peak Headway (minutes)	Proposed Arrangements	Vehicle Change
CTB 7	Shek Pai Wan – Central (Central Ferry Piers)	15-25	Road and Central and Western District. [Appendix 3] Besides, the proposed new railway feeder NWFB 43M [Tin Wan – Kennedy Town (Cir.)] will also travel via Wah Fu to serve the residents.	+1

4. Re-organisation of CTB 40 and 40M

Route	Origin-Destination	Existing Peak Headway (minutes)	Proposed Arrangements	Vehicle Change
CTB 40	Wah Fu (North) – Wan Chai Ferry	10-15	[Concerned areas in Southern District : Wah Fu, Chi Fu, Pok Fu Lam Road]	-9
CTB 40M	Wah Fu (North) – Admiralty (Government Headquarters)	10-20	Due to overlapping of the service areas of these two routes, it is proposed to re-organise them in which CTB 40 will be amalgamated with CTB 40M. Meanwhile, it is proposed to divert CTB 40M <u>via Chi Fu (in Southern District) and via Hennessy Road and Queensway (in Wan Chai)</u> (At present, CTB 40M travels via Gloucester Road on its Wah Fu bound journey). In addition, <u>the frequency of CTB 40M will be enhanced</u> subject to passenger demand. [Appendix 4] Except CTB 40M, passengers plying between Chi Fu and Central and Western District/ Wan Chai could take the following bus services: <ul style="list-style-type: none"> ● CTB 37A [Chi Fu Fa Yuen – Admiralty (Cir.)] ● CTB 37B/37X [Chi Fu Fa Yuen – Central (Cir.)] Besides, the proposed new railway feeder NWFB 43M (Tin Wan – Kennedy Town (Cir.)) will also travel via Wah Fu and Pok Fu Lam Road for serving the residents.	+4

(II) Proposed Cancellation

Route	Origin-Destination	Existing Peak Headway (minutes)	Road-based Alternative Public Transport Service	Vehicle Change
CTB M47	Wah Fu (North) – Central (Hong Kong Station)	14-20	<p>[Concerned areas in Southern District : Wah Fu, Victoria Road]</p> <p>Residents plying between Wah Fu/ Victoria Road and Central and Western District could take the following bus/GMB services :</p> <ul style="list-style-type: none"> ● NWFB 4X [Wah Fu (South) – Central (Exchange Square)] (Cir.) ● CTB 7 [Shek Pai Wan-Central (Central Ferry Piers)] (proposed to divert via Wah Fu (South)) ● NWFB 43M [Tin Wan – Kennedy Town Station (Cir)] (proposed re-numbered new railway feeder route) ● NWFB 971 [Aberdeen (Shek Pai Wan) – Hoi Lai Estate/Nam Cheong Station] ● GMB 58/58A [Kennedy Town – Aberdeen (Wu Nam Street)] ● GMB 59 [Kennedy Town – Shum Wan Road] 	-6

(III) Proposed Re-routing

Route	Origin-Destination	Existing Peak Headway (minutes)	Proposed Arrangements	Vehicle Change
CTB 71	Wong Chuk Hang – Central (Wing Wo Street) (Cir)	17/18	<p>[Concerned areas in Southern District : Wong Chuk Hang, Aberdeen, Tin Wan, Pok Fu Lam Road]</p> <p>It is expected that upon the commissioning of West Island Line, more passengers will take rail service to and from Central district. Thus, it is proposed to truncate the northern end of CTB 71 from Central (Wing Wo Street) to Sai Ying Pun. The route will continue to operate in circular route. [Appendix 5]</p>	-1

(IV) Proposed Frequency Reduction Subject to Passenger Demand

Route	Origin-Destination	Existing Peak Headway (minutes)	Concerned Areas in Southern District	Vehicle Change
NWFB 970	Cyberport – So Uk	5-10	Cyberport, Wah Fu, Pok Fu Lam Road	-4
NWFB 970X (Supplementary Service)	Aberdeen – So Uk	6-15	Aberdeen, Tin Wan, Chi Fu, Pok Fu Lam Road	-1

B. Green Minibus (GMB) Service

(I) Proposed Feeder Service Enhancement to New Railway Stations

Origin-Destination	Proposed Arrangements
Existing GMB 8 [Baguio Villa (Lower) – Central (Exchange Square)]	It is proposed to introduce new section fare of \$7.0 from Baguio Villa (Lower) to Hong Kong University Station (near Haking Wong Building).
Existing GMB 28 [Baguio Villa (Upper) – Causeway Bay (Sun Wui Road)]	It is proposed to introduce new section fare of \$7.0 from Baguio Villa (Upper) to Hong Kong University Station (near Haking Wong Building).
<u>Proposed new whole day short-working service :</u> Kennedy Town Station – Cyberport (Cir.)	It is proposed to introduce a new whole day short-working service under existing GMB 58 [Kennedy Town - Aberdeen (Wu Nam Street)]. The short-working service will travel via Sandy Bay Road and Mount Davis. The proposed fare is \$5.9.
<u>Proposed new whole day short-working service :</u> Kennedy Town Station – Queen Mary Hospital	It is proposed to introduce a new whole day short-working service under existing GMB 54 [Central (Ferry Piers) - Queen Mary Hospital(Cir.)]. The short-working service will travel via Pok Fu Lam Road and Mount Davis. The proposed fare is \$5.0.

(II) Proposed Frequency Improvement Subject to Passenger Demand

Route	Origin-Destination	Existing Peak Headway (minutes)	Concerned Areas in Southern District	Vehicle Change
GMB 23	Kennedy Town (Hau Wo Street) – Pok Fu Lam (Cir.)	4/5	Chi Fu, Wah Fu, Pok Fu Lam Road	+3
GMB 51	Tin Wan Estate – Aberdeen (Cir.)	4-7	Tin Wan, Aberdeen	+1
GMB 51A (Supplementary Service)	Wah Kwai Estate – Tin Wan Estate (Cir.)	7/8	Wah Kwai, Tin Wan	
GMB 51S	Wah Kwai Estate – Aberdeen (Cir.)	5	Wah Kwai, Aberdeen	+1
GMB 58	Kennedy Town – Aberdeen (Wu Nam Street)	8	Aberdeen, Tin Wan, Wah Fu, Cyberport, Victoria Road	+6
GMB 63	South Horizons – Queen Mary Hospital	5/6	Ap Lei Chau, Aberdeen, Tin Wan, Wah Fu, Pok Fu Lam Road	+1

(III) Proposed Frequency Reduction Subject to Passenger Demand

Route	Origin-Destination	Existing Peak Headway (minutes)	Concerned Areas in Southern District	Vehicle Change
GMB 8	Baguio Villa (Lower) – Central (Exchange Square)	6/7	Victoria Road, Pok Fu Lam Road	-2
GMB 10	Cyberport–Causeway Bay (Jaffe Road)	7	Cyberport, Victoria Road, Pok Fu Lam Road	-5
GMB 22	Pok Fu Lam Gardens – Central (Exchange Square)	6/7	Chi Fu, Pok Fu Lam Road	-2
GMB 22S (Supplementary Service)	Pok Fu Lam Gardens – Central Ferry Piers	10/25	Chi Fu, Pok Fu Lam Road	
GMB 28	Baguio Villa (Upper) – Causeway Bay (Sun Wui Road)	6/7	Victoria Road, Pok Fu Lam Road	-2
GMB 31	Tin Wan Estate – Causeway Bay (Jaffe Road)	10/15	Tin Wan, Wah Fu, Chi Fu, Pok Fu Lam Road	-3
GMB 54	Central (Ferry Piers) - Queen Mary Hospital (Cir.)	8	Victoria Road, Pok Fu Lam Road	-2
GMB 55	Queen Mary Hospital - Central MTR Station (Cir.)	5/6	Pok Fu Lam Road	-2

Route	Origin-Destination	Existing Peak Headway (minutes)	Concerned Areas in Southern District	Vehicle Change
GMB 69	Cyberport - Quarry Bay (Shipyard Lane) (Cir.)	9/12	Cyberport, Wah Fu, Tin Wan, Aberdeen, Wong Chuk Hang	-1
GMB 69X	Cyberport - Causeway Bay (Lockhart Road) (Cir.)	6/10	Cyberport, Wah Fu, Tin Wan, Aberdeen, Wong Chuk Hang	-2

(IV) Proposed Relocation of Terminal Points

A new GMB boarding and alighting area will be provided near Exit A of Kennedy Town Station of West Island Line (i.e. the location of former Kennedy Town Swimming Pool). In this connection, the existing terminal points of GMB 58/58A and 59 on North Street will be relocated to this new GMB boarding and alighting area to facilitate the passengers to interchange between GMB and rail services.

II. Southern District – Public Transport Re-organisation Plans to tie in with the Commissioning of South Island Line (East)

A. Franchised Bus Service

(I) Proposed Re-organisation Packages

1. Re-organisation of CTB 48, 71 and 75

Route	Origin-Destination	Existing Peak Headway (minutes)	Proposed Arrangements	Vehicle Change
CTB 48	Wah Fu (North) - Shum Wan/Ocean Park (Cir.)	4-16	[Concerned areas in Southern District : Shum Wan, Wong Chuk Hang, Aberdeen, Wah Fu]	0
CTB 71 & CTB 71P (Shum Wan to Central Ferry Piers (Supplementary Service) (one morning trip))	Wong Chuk Hang – Sai Ying Pun (Cir.) (Proposed re-routeing upon the commissioning of West Island Line)	17/18	It is expected that upon the commissioning of South Island Line (East), the passengers' travel pattern will change and more passengers will take feeder services to and from new railway stations. Thus, it is proposed to amalgamate CTB 71P (supplementary service) and CTB 75 with CTB 71. Meanwhile, it is proposed to extend the southern end of CTB 71 (Wong Chuk Hang – Sai Ying Pun (Cir.)) (proposed origin and destination upon the commissioning of West Island Line) from Wong Chuk Hang to Shum Wan. The route will continue to operate in a circular route. (Appendix 6)	-1
CTB 75	Shum Wan – Central (Exchange Square)	7-15	In addition, it is proposed to divert CTB 48 via <u>Wong Chuk Hang Station</u> to facilitate residents traveling to and from the new railway station.	-9

2. **Re-organisation of NWFB 78 and 43M (proposed re-numbered new railway feeder service upon the commissioning of West Island Line)**

Route	Origin-Destination	Existing Peak Headway (minutes)	Proposed Arrangements	Vehicle Change
NWFB 78	Wah Kwai Estate – Wong Chuk Hang Estate	7/8	[Concerned areas in Southern District : Wah Kwai, Tin Wan, Aberdeen, Wah Fu, Wong Chuk Hang, Pok Fu Lam Road]	+2
NWFB 43M (proposed route upon the commissioning of West Island Line)	Tin Wan – Kennedy Town Station (Cir.)	12-15 (proposed headway)	It is proposed to relocate the terminal point of CTB 78 to <u>Wong Chuk Hang Station</u> and to <u>enhance its frequency</u> subject to passenger demand. Meanwhile, there is proposed frequency reduction for NWFB 43M (proposed re-numbered feeder service upon the commissioning of West Island Line) subject to passenger demand. (<u>Appendix 7</u>).	-1

3. **Re-organisation of CTB 90, 90C, 97 and NWFB 590, 590A**

Route	Origin-Destination	Existing Peak Headway (minutes)	Proposed Arrangements	Vehicle Change
CTB 90	Ap Lei Chau Estate - Central (Exchange Square)	6-15	[Concerned areas in Southern District : Ap Lei Chau, Wong Chuk Hang, Aberdeen] The two new railway stations (i.e. Lee Tung Station and South Horizons Station) situate at densely populated areas, thereby facilitating the residents of Ap Lei Chau to take the rail service.	-5
CTB 90C (Morning peak only service)	Main Street Ap Lei Chau to Central (Jardine House)	15 from 6:30 am to 9:00 am from Mondays to Saturdays (except public holidays)	In this connection, it is proposed to amalgamate NWFB 590A and CTB 90C (morning peak only service) with NWFB 590. Besides, there is proposed frequency reduction for NWFB 590 subject to passenger demand. (<u>Appendix 8</u>)	-4
CTB 97	Lee Tung Estate – Central (Exchange Square)	3-15	Meanwhile, it is expected that upon the commissioning of South Island Line (East), the passengers' travel pattern will change. Thus, it is proposed to make the following service adjustments : ● To truncate the northern end of CTB 90	-8

Route	Origin-Destination	Existing Peak Headway (minutes)	Proposed Arrangements	Vehicle Change
NWFB 590	South Horizons – Central (Exchange Square)	3-12	from Central (Exchange Square) to Wan Chai; and <ul style="list-style-type: none"> To truncate the northern end of CTB 97 from Central (Exchange Square) to Wan Chai. 	-4
NWFB 590A	South Horizons – Admiralty Station (East) (Cir.))	11-15	Except NWFB 590, the residents of Ap Lei Chau to and from Central District could take the following bus service : <ul style="list-style-type: none"> CTB 90B [(South Horizons – Admiralty Station (East))(traveling via Ap Lei Chau Bridge Road and Pok Fu Lam Road) 	-5

4. Re-organisation of CTB 90B, 98 and NWFB 91, 94, 94X

Route	Origin-Destination	Existing Peak Headway (minutes)	Proposed Arrangements	Vehicle Change
CTB 90B	South Horizons – Admiralty Station (East) (via Pok Fu Lam Road)	8-12	[Concerned areas in Southern District : Ap Lei Chau, Aberdeen, Tin Wan, Pok Fu Lam Road] Due to overlapping of the service areas of these two routes, it is proposed to re-organise them in which NWFB 91, 94 and the supplementary service 94X will be amalgamated with CTB 90B. Meanwhile, it is proposed to <u>enhance the frequency</u> of CTB 90B subject to passenger demand. (Appendix 9)	+4
CTB 91	Ap Lei Chau Estate – Central Ferry Piers (via Pok Fu Lam Road)	10-25	In addition, it is proposed to <u>enhance the frequency</u> of CTB 98 subject to passenger demand. Except CTB 90B, residents of Ap Lei Chau to and from Central District could take the following bus service :	-5

Route	Origin-Destination	Existing Peak Headway (minutes)	Proposed Arrangements	Vehicle Change
NWFB 94 (Morning peak only service) & NWFB 94X (Lei Tung Estate to Central (Exchange Square) (Morning peak only supplementary service))	Lei Tung Estate – Central Ferry Piers (via Pok Fu Lam Road))	10-25 from 5:55 am to 9:00 am on Mondays to Saturdays (except public holidays)	<ul style="list-style-type: none"> NWFB 590 [South Horizons – Central (Exchange Square)] (via Ap Lei Chau Bridge Road and Aberdeen Tunnel) 	-8
CTB 98	Lei Tung Estate – Aberdeen (Chengtou Road)	4-8		+1

5. Re-organisation of NWFB 93 and 93A

Route	Origin-Destination	Existing Peak Headway (minutes)	Proposed Arrangements	Vehicle Change
NWFB 93 (Morning peak only service only)	Ap Lei Chau Estate/ South Horizons to Robinson Road	From 7:00 am to 7:15 am on Mondays to Saturdays (except public holidays and school holidays) (four trips)	<p>[Concerned areas in Southern District : Ap Lei Chau, Aberdeen, Tin Wan, Pok Fu Lam Road]</p> <p>Due to overlapping of the service area these routes, it is proposed to re-organise them in which NWFB 93A will be amalgamated with NWFB 93. Meanwhile, it is proposed to divert NWFB 93 via <u>Lei Tung Estate</u> for serving the residents. (Appendix 10)</p>	0
NWFB 93A (Morning peak only service only)	Lei Tung Estate to Robinson Road	From 7:00 am to 7:20 am on Mondays to Saturdays (except public holidays and school holidays) (three trips)		-3

6. Re-organisation of NWFB 66 and CTB 6, 6X, 73, 260

Route	Origin-Destination	Existing Peak Headway (minutes)	Proposed Arrangements	Vehicle Change
NWFB 66	Ma Hang Estate – Central (Exchange Square)	12-30 Mondays to Fridays (except Saturdays and public holidays)	[Concerned areas in Southern District : Stanley, Wong Chuk Hang, Aberdeen, Wah Fu, Cyberport] It is expected that upon the commissioning of South Island Line (East), the passengers' travel pattern will change and more passengers will take feeder services to and from new railway stations. Thus, it is proposed to amalgamate NWFB 66 with CTB 6. Meanwhile, it is proposed to divert CTB 6 via Ma Hang whole day.	-5
CTB 6	Stanley Prison – Central (Exchange Square)	10-20	At the same time, CTB 73 will travel via Ocean Park Station. The frequency of CTB 73 is proposed <u>to be enhanced</u> subject to passenger demand, in order to facilitate the passengers traveling to and from the new railway station.	+1
CTB 6X	Stanley Prison – Central (Exchange Square)	8-29		+1
CTB 73	Cyberport / Wah Fu (North) – Stanley Prison	15/20	There is proposed frequency reduction for CTB 6X subject to passenger demand. It is also proposed to convert the whole bus fleet of CTB 260 to double-deck buses for service improvement. (<u>Appendix 11</u>).	0
CTB 260	Stanley Prison – Central (Exchange Square)	10-20	Besides, it is proposed to introduce two new GMB feeder services plying between Stanley and Ocean Park Station/ Wong Chuk Hang Station respectively to facilitate the passengers at Stanley to take railway service.	

7. Re-organisation of CTB 973 and 973P

Route	Origin-Destination	Existing Peak Headway (minutes)	Proposed Arrangements	Vehicle Change
CTB 973 & CTB 973P (Shum Wan to Tsim Sha Tsui East) (Morning peak only supplementary service) (three trips)	Stanley Market – Tsim Sha Tsui (Mody Road)	15-24	<p>[Concerned areas in Southern District : Stanley, Shum Wan, Wong Chuk Hang, Aberdeen, Tin Wan, Pok Fu Lam Road]</p> <p>It is expected that upon the commissioning of South Island Line (East), the passengers' travel pattern will change. Thus, it is proposed to amalgamate the morning peak only supplementary service CTB 973P with CTB 973.</p> <p>Meanwhile, it is proposed to divert CTB 973 via Aberdeen Tunnel & Cross Harbour Tunnel and re-numbered the route as CTB 173. The passengers at Stanley could take a more direct cross-harbour bus service. (<u>Appendix 12</u>).</p> <p>Besides, the bus company has proposed to offer a new Bus-Bus Interchange (BBI) concession to passengers of CTB 73 (Cyberport/ Wah Fu (North) – Stanley Prison) and CTB 71 (Shum Wan – Sai Ying Pun (Cir.)). The existing sum of fares of the two routes is \$10.5. With the proposed BBI, passenger plying between Stanley and Pok Fu Lam Road/ Western District will only need to pay \$6.1, with a discount of \$4.4.</p> <p>Except rail services between Southern District and Tsim Sha Tsui, residents to and from Kowloon West could take the following bus services :</p> <ul style="list-style-type: none"> ● NWFB 970 [So Uk Estate – Cyberport] ● NWFB 970X [So Uk Estate – Aberdeen] ● NWFB 971[Aberdeen (Shek Pai Wan) – Hoi Lai Estate/Nam Cheong Station] 	-2

(II) Proposed Cancellation

Route	Origin-Destination	Existing Peak Headway (minutes)	Road-based Alternative Public Transport Service	Vehicle Change
CTB 47P (Morning peak only service)	Kennedy Town (Belcher Bay) to Wong Chuk Hang	From 6:45 am to 8:00 am on Mondays to Saturdays (except public holidays) (three trips)	[Concerned areas in Southern District : Victoria Road, Wah Fu, Tin Wan, Aberdeen, Wong Chuk Hang] Residents from Kennedy Town/ Victoria Road heading to Southern District could take the following bus services : <ul style="list-style-type: none"> ● NWFB 971 [Hoi Lai Estate – Aberdeen (Shek Pai Wan)–] ● GMB 58 [Aberdeen (Wu Nam Street) – Kennedy Town] ● GMB 59 [Kennedy Town – Shum Wan Road] 	-2
NWFB 95B (Morning peak only service)	South Horizons – Wong Chuk Hang (Cir.)	20 From 6:55 am to 9:15 am on Mondays to Saturdays (except public holidays)	[Concerned areas in Southern District : Ap Lei Chau, Wong Chuk Hang] Except rail service plying between Ap Lei Chau and Wong Chuk Hang, residents could take the following GMB services: <ul style="list-style-type: none"> ● GMB 29 [Ap Lei Chau Estate –Shum Wan Road (Cir.)] ● GMB 29A [Ap Lei Chau Estate – Ocean Park (Tai Shue Wan)] (Morning peak only service) 	-2
CTB 97A	Main Street Ap Lei Chau / Lei Tung Estate – Shum Wan (Cir.)	15-20 [According to RDP, conversion of this route to peak only service will be implemented in the third quarter of 2013]	[Concerned areas in Southern District : Ap Lei Chau, Wong Chuk Hang, Shum Wan] Except rail service plying between Ap Lei Chau and Wong Chuk Hang, residents could take the following GMB services: <ul style="list-style-type: none"> ● GMB 29 [Ap Lei Chau Estate – Shum Wan Road (Cir.)] ● GMB 29A [Ap Lei Chau Estate – Ocean Park (Tai Shue Wan) (Morning peak only service)] 	-2

Route	Origin-Destination	Existing Peak Headway (minutes)	Road-based Alternative Public Transport Service	Vehicle Change
CTB 629 & Supplementary Services CTB 629A (Ocean Park to Central (3 PM trips) & CTB 629S (Admiralty (West) to Ocean Park (Tai Shue Wan) (3 AM trips)	Admiralty (West) – Ocean Park	5/10 (public holiday)	<p>[Concerned areas in Southern District : Wong Chuk Hang (Ocean Park)]</p> <p>Except the rail service plying between Ocean Park and Admiralty, commuters could take the following bus services on Wong Chuk Hang Road (Wong Chuk Hang San Wai) :</p> <ul style="list-style-type: none"> ● CTB 6X [Stanley Prison – Central (Exchange Square)] ● CTB 260 [Stanley Prison – Central (Exchange Square)] 	-1
CTB/KMB 671	Ap Lei Chau (Lee Lok Street) – Diamond Hill Station	12-22	<p>[Concerned areas in Southern District : Ap Lei Chau, Wong Chuk Hang]</p> <p>Except the rail service plying between Southern District / Hong Kong Island East and Kowloon East, passengers traveling between Ap Lei Chau/ Hong Kong Island East / Kowloon East could take the following bus services:</p> <ul style="list-style-type: none"> ● CTB 592 [South Horizons – Causeway Bay (Moreton Terrace)] ● CTB 99 [South Horizons – Shau Kei Wan] ● KMB/NWFB 116 [Quarry Bay – Tsz Wan Shan (Central)](via Choi Hung) ● KMB/CTB 619 [Central (Macau Ferry – Shun Lee)]–)(via Kwun Tong) <p>Subsequent to the proposed cancellation, it is proposed to relocate the terminal point of <u>NWFB 95</u> [Ap Lei Chau (Lee Nam Road Industrial Area) to Shek Pai Wan (Cir)] from Ap Lei Chau Estate (this route terminates at Ap Lei Chau Estate on Monday to Friday nights and on public holidays) to Lee Nam Road Industrial Area on a daily basis.</p>	-11

(III) Proposed Re-routing

Route	Origin-Destination	Existing Peak Headway (minutes)	Proposed Arrangements	Vehicle Change
CTB 95C	Ap Lei Chau Estate – Chi Fu Fa Yuen (Cir.)	10-13	It is proposed to divert Chi Fu bound journeys via Aberdeen Praya Road and omit the town centre of Aberdeen (i.e. omitting Aberdeen Main Road, Aberdeen Praya Road, Wu Nam Street, Tung Sing Road, Aberdeen Main Road) in order to rationalise the routeing and to improve the operational efficiency. Meanwhile, it is proposed to convert the whole bus fleet of this route to single-deck buses. (<u>Appendix 13</u>)	-1
CTB/KMB 107	Wah Kwai Estate – Kowloon Bay	4-10	It is proposed to rationalize the routeing of CTB/KMB 107 in Wong Chuk Hang as below to improve the operational efficiency: <ul style="list-style-type: none"> ● Kowloon Bay bound: omitting Nam Long Shan Road; and ● Wah Kwai bound: omitting Heung Yip Road, Police School Road and Nam Long Shan Road <p>The route will continue to travel via Wong Chuk Hang Road. (<u>Appendix 14</u>)</p>	-2

(IV) Proposed Frequency Reduction Subject to Passenger Demand

Route	Origin-Destination	Existing Peak Headway (minutes)	Concerned Areas in Southern District	Vehicle Change
CTB 37A	Chi Fu Fa Yuen – Central (Cir.)	5-12	Chi Fu, Tin Wan, Aberdeen, Wong Chuk Hang, Pok Fu Lam Road	-1
CTB 37X (Morning peak only service)	Chi Fu Fa Yuen – Admiralty (Cir.)	5-11 From 6:00 am to 10:00 am on Mondays to Saturdays (except public holidays)	Chi Fu, Tin Wan, Aberdeen, Wong Chuk Hang, Pok Fu Lam Road	-1
CTB 38	Chi Fu Fa Yuen – North Point Ferry Pier	7-12	Chi Fu, Tin Wan, Aberdeen, Wong Chuk Hang	-1
CTB 72	Wah Kwai Estate – Causeway Bay (Moreton Terrace)	3-12	Chi Fu, Tin Wan, Aberdeen, Wong Chuk Hang	-2
CTB 72A	Shum Wan Road – Causeway Bay (Moreton Terrace)	14/15	Shum Wan, Wong Chuk Hang	-1
NWFB 94A	Wah Fu (Central) – Lei Tung Estate	7-15	Wah Fu, Tin Wan, Aberdeen, Ap Lei Chau	-2
NWFB 95	Ap Lei Chau (Lee Nam Road Industrial Area) – Shek Pai Wan (Cir.)	11-14	Ap Lei Chau, Aberdeen	-1

Route	Origin-Destination	Existing Peak Headway (minutes)	Concerned Areas in Southern District	Vehicle Change
CTB 96	Lei Tung Estate – Causeway Bay (Moreton Terrace)	15/20	Ap Lei Chau, Wong Chuk Hang	-1
CTB 99	South Horizons – Shau Kei Wan	6-15	Ap Lei Chau, Wong Chuk Hang	-2
NWFB 590	South Horizons – Central (Exchange Square)	3-12	Ap Lei Chau, Wong Chuk Hang	-4
CTB 592	South Horizons – Causeway Bay (Moreton Terrace)	3-15	Ap Lei Chau, Wong Chuk Hang	-3
NWFB 595	South Horizons – Aberdeen (Cir.)	7-9	Ap Lei Chau, Aberdeen	-1
CTB/KMB 170	Wah Fu (Central) – Sha Tin Station	14-20	Wah Fu, Tin Wan, Aberdeen, Wong Chuk Hang	-1
CTB/KMB 171	South Horizons – Lai Chi Kok	4-8	Ap Lei Chau, Wong Chuk Hang	-8
NWFB 971	Aberdeen (Shek Pai Wan) – Hoi Lai Estate	15-25	Aberdeen, Tin Wan, Wah Fu, Victoria Road	-1

B. Green Minibus (GMB) Service

(I) Proposed Feeder Service Enhancement to New Railway Stations

Origin-Destination	Proposed Arrangements
<u>Proposed new whole day short-working service</u> : Wong Chuk Hang Station - Shek Pai Wan Estate	It is proposed to introduce a new whole day short-working service under existing GMB 4A (Aberdeen (Shek Pai Wan) – Causeway Bay (Cannon Street)). The short-working service will travel via Aberdeen. The proposed fare is \$4.6.
<u>Proposed new whole day short-working service</u> : Ocean Park Station - Stanley	It is proposed to introduce a new whole day short-working service under existing GMB 40 (Stanley – Causeway Bay). The short-working service will travel via Repulse Bay. The proposed fare is \$7.3.
<u>Proposed new whole day short-working service</u> : Wong Chuk Hang Station - Stanley	It is proposed to introduce a new whole day short-working service under existing GMB 52 (Stanley Prison – Aberdeen (Shek Pai Wan)). The short-working service will travel via Repulse Bay. The proposed fare is \$7.3.

(II) Proposed Re-routing

Route	Origin-Destination	Existing Peak Headway (minutes)	Concerned Areas in Southern District	Vehicle Change
GMB 69A	Cyberport – Aberdeen (Cir.)	9/12	[Concerned areas in Southern District : Cyberport, Wah Fu, Tin Wan, Aberdeen] It is proposed to extend GMB 69A to Wong Chu Hang Station in order to facilitate residents of Cyberport, Wah Fu, Tin Wan and Aberdeen to take rail service. The route will still be operated in circular route and the proposed fare is \$5.0.	+1

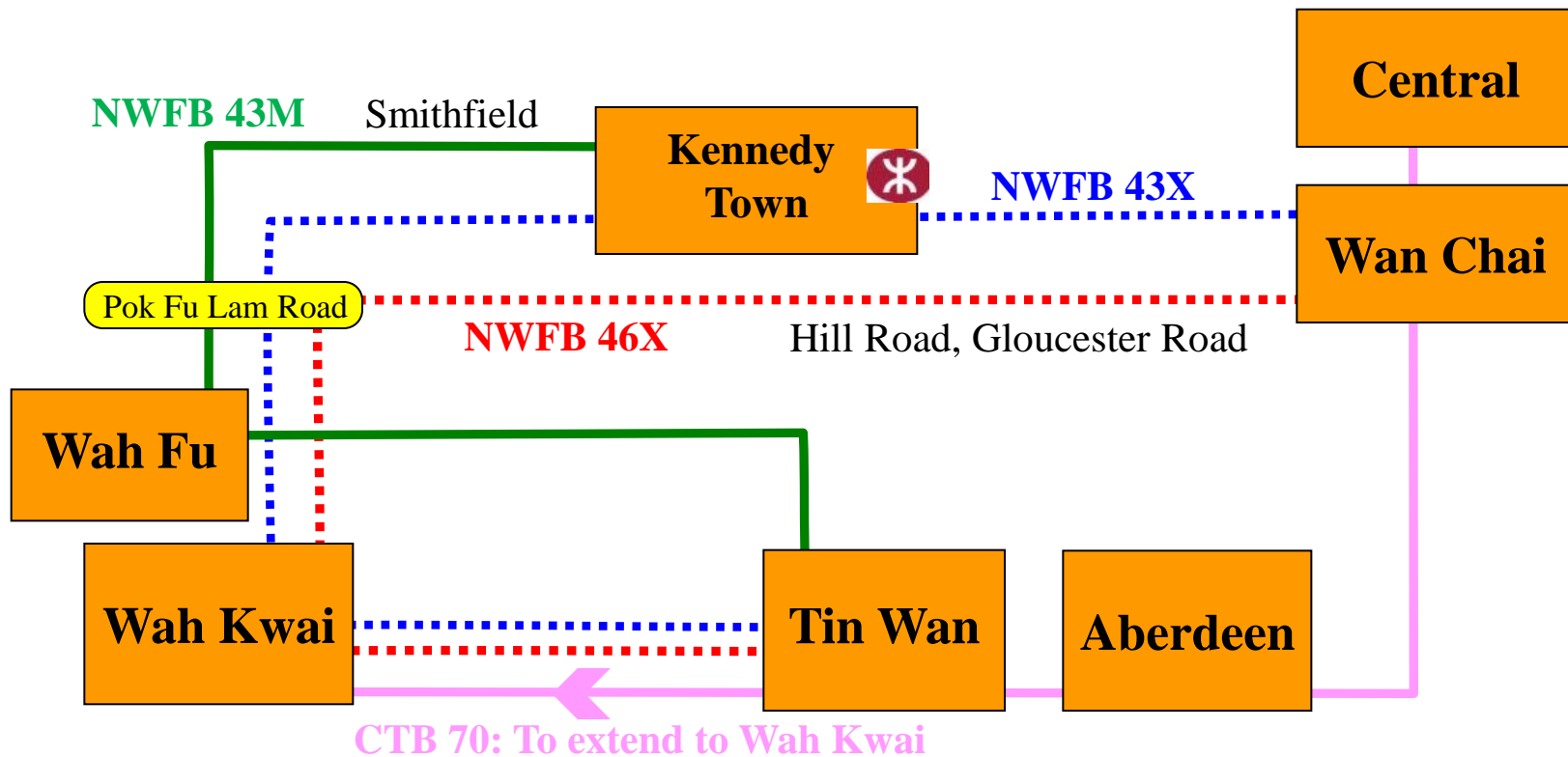
(III) Proposed Frequency Improvement Subject to Passenger Demand

Route	Origin-Destination	Existing Peak Headway (minutes)	Concerned Areas in Southern District	Vehicle Change
GMB 27	Ap Lei Chau (Wai Fung Street)- Aberdeen (Sai On Street)	4-10	Ap Lei Chau, Aberdeen	+1
GMB 29	Ap Lei Chau Estate – Shum Wan Road (Cir.)	10/15	Ap Lei Chau, Wong Chuk Hang, Shum Wan	+1
GMB 39C	Yue On Court (Ap Lei Chau) – Aberdeen (Cir.)	10	Ap Lei Chau, Aberdeen	+1

(IV) Proposed Frequency Reduction Subject to Passenger Demand

Route	Origin-Destination	Existing Peak Headway (minutes)	Concerned Areas in Southern District	Vehicle Change
GMB 4A	Aberdeen (Shek Pai Wan) – Causeway Bay (Cannon Street)	7-20	Aberdeen, Wong Chuk Hang	-1
GMB 4B	Aberdeen (Shek Pai Wan) – Wan Chai (Cir.)	6/7	Aberdeen, Wong Chuk Hang	-1
GMB 4C	Aberdeen (Shek Pai Wan) – Causeway Bay (Cannon Street)	4/5	Aberdeen, Wong Chuk Hang	-1
GMB 35M	Aberdeen (Shek Pai Wan) – Wan Chai (Johnston Road)	8	Aberdeen, Wong Chuk Hang	-2
GMB 36S (Supplementary service)	Ap Lei Chau Praya Road – Causeway Bay (Lee Garden Road) (Cir.)	20/25	Ap Lei Chau, Wong Chuk Hang	-3
GMB 36X (Supplementary service)	Ap Lei Chau (Ping Lan Street) – Causeway Bay (Lee Garden Road) (Cir.)	10-15	Ap Lei Chau, Wong Chuk Hang	
GMB 37	Ap Lei Chau (Ping Lan Street) – Lei Tung Estate/Ap Lei Chau Estate (Cir.)	8	Ap Lei Chau	-1
GMB 37A	Ap Lei Chau (Ping Lan Street) – Ap Lei Chau Estate/Lei Tung Estate (Cir.)	8	Ap Lei Chau	-1
GMB 39M	Yue On Court (Ap Lei Chau) – Tin Hau Station	8	Ap Lei Chau, Wong Chuk Hang	-2
GMB 40	Stanley – Causeway Bay	10/12	Stanley, Wong Chuk Hang	-2
GMB 40X (Supplementary service)	Stanley Prison – Causeway Bay	4	Stanley, Wong Chuk Hang	-3

Re-organisation of NWFB 43X & 46X (Proposed re-numbered feeder service NWFB 43M)



Legend

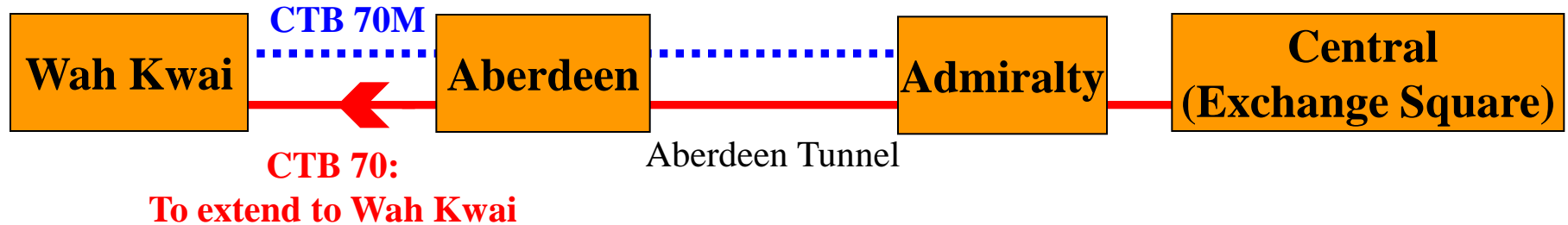
NWFB 43X [Wah Kwai -Wah Chai](Cir.) (To amalgamate with NWFB 46X)

NWFB 46X [Tin Wan-Wan Chai] (Cir.) (Morning peak only service) (To amalgamate with NWFB 43X)

NWFB 43M [Tin Wan-Kennedy Town](Cir.) (Proposed re-numbered feeder service —)

CTB 70 [Aberdeen-Central (Exchange Square)] (To extend to Wah Kwai —)

Re-organisation of CTB 70 & 70M

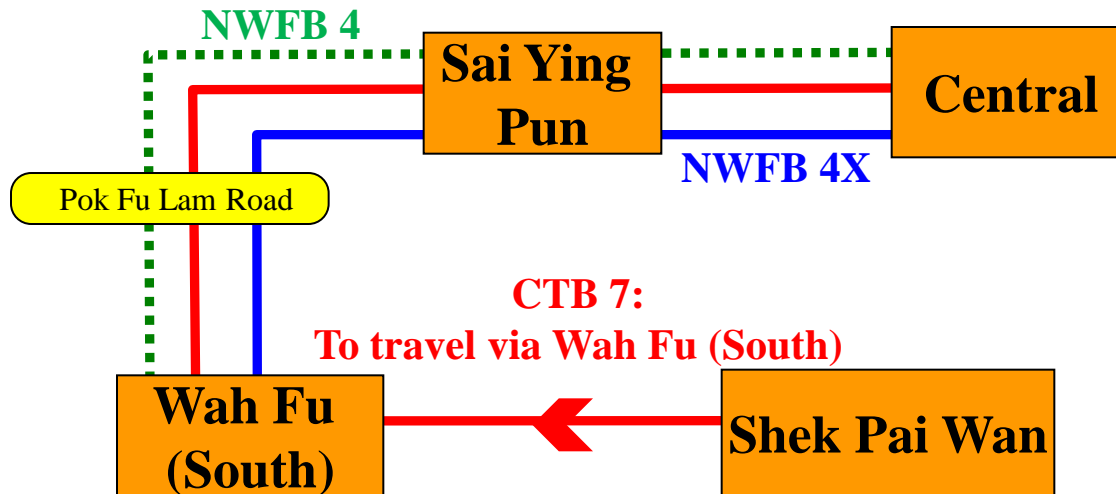


Legend

CTB 70M [Wah Kwai-Admiralty (East)] (Morning peak only service) (To amalgamate with CTB 70)

CTB 70[Aberdeen-Central (Exchange Square)] (To extend to Wah Kwai ———)

Re-organisation of NWFB 4, 4X & CTB 7



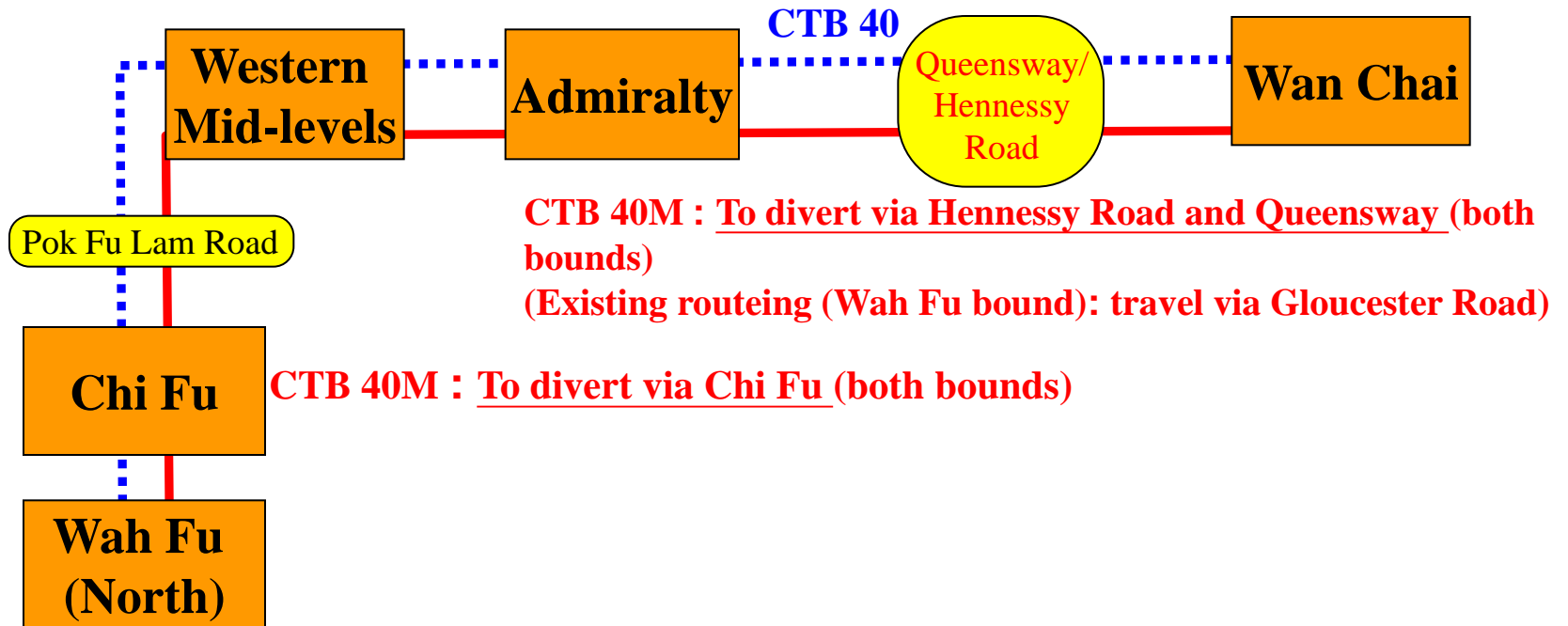
Legend

NWFB 4 [Wah Fu (South)-Central] (To amalgamate with NWFB 4X and CTB 7)

NWFB 4X [Wah Fu (South)-Central (Exchange Square) (Existing routeing —)]

CTB 7 [Shek Pai Wan-Central Ferry] (To travel via Wah Fu (South) —)

Re-organisation of CTB 40 & 40M



Legend

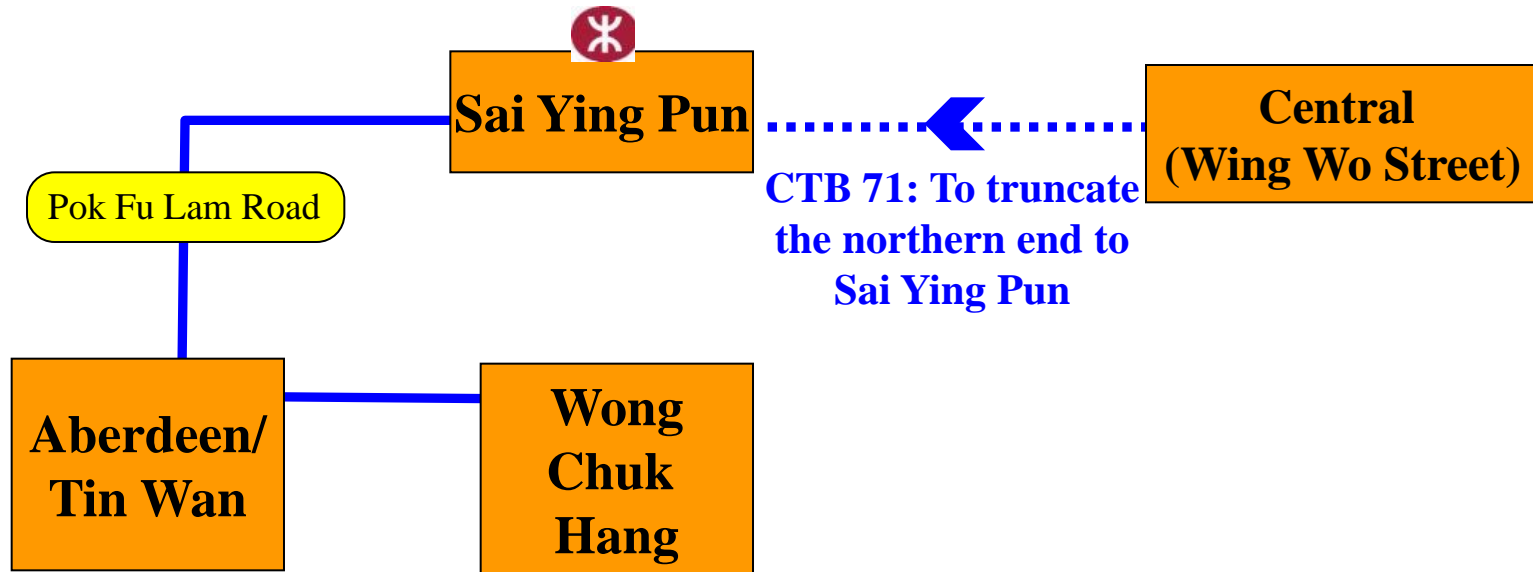
CTB 40 [Wah Fu (North) –Wan Chai Ferry Pier] **(To amalgamate with CTB 40M)**

CTB 40M [Wah Fu (North) – Admiralty (Central Government Office)]

(To divert via Chi Fu & Hennessy Road/ Queensway (both bounds) ———)

Re-routeing of CTB 71

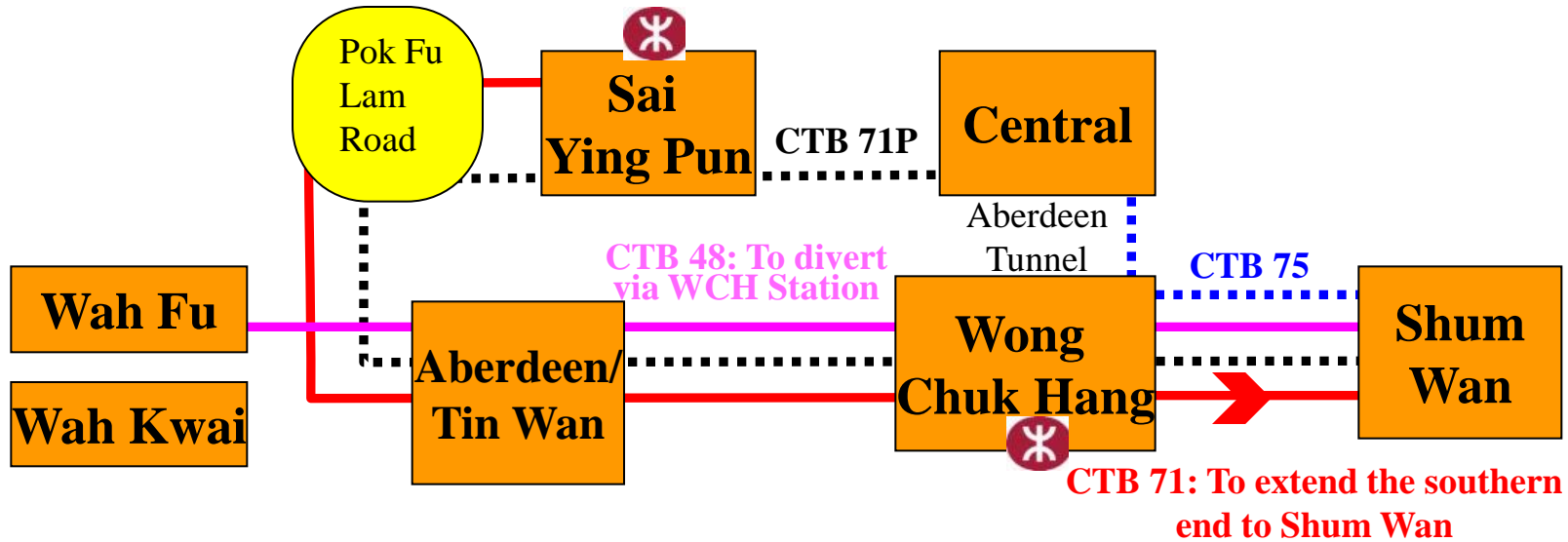
(To tie in with the commissioning of West Island Line)



Legend

CTB 71 [Wong Chuk Hang-Central (Wing Wo Street)](Cir.)
(To truncate the northern end at Sai Ying Pun )

Re-organisation of CTB 48, 71 & 75



Legend

CTB 71P [Shum Wan to Central (Ferry Pier)] (To amalgamate with CTB 71)

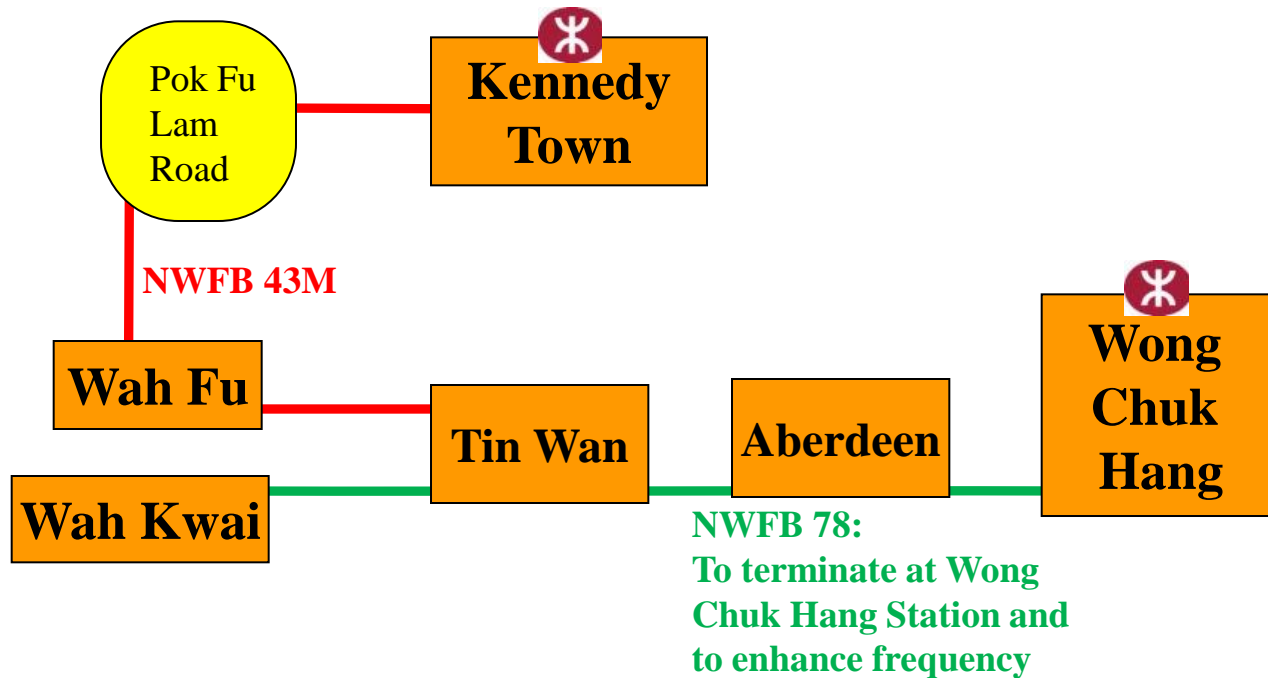
CTB 75 [Shum Wan -Central (Exchange Square)] (To amalgamate with CTB 71

CTB 71 [Wong Chuk Hang-Sai Ying Pun] (Cir.)

(To extend southern end to Shum Wan ———)

CTB 48 [Wah Fu (North)-Shum Wan](Cir.) (To divert via WCH Station ———)

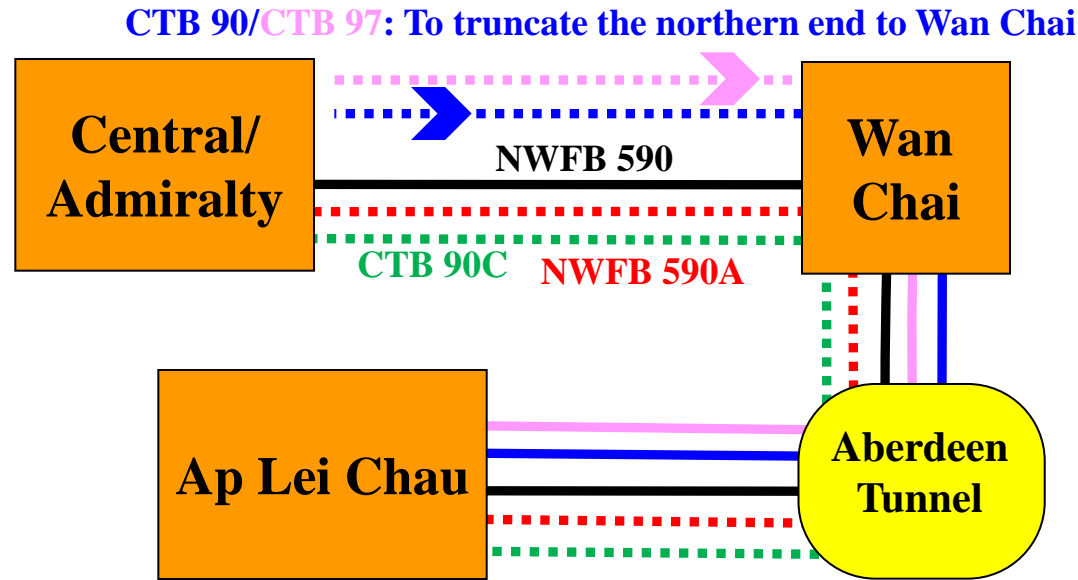
Re-organisation of NWFB 78 & 43M



Legend

- NWFB 43M [Tin Wan – Kennedy Town] (Cir) (Proposed re-numbered feeder service upon the commissioning of WIL)
(Proposed frequency reduction subject to passenger demand ———)
- NWFB 78 [Wah Kwai Estate – Wong Chuk Hang] (Cir)
(To terminate at Wong Chuk Hang Station and to enhance frequency subject to passenger demand ———)

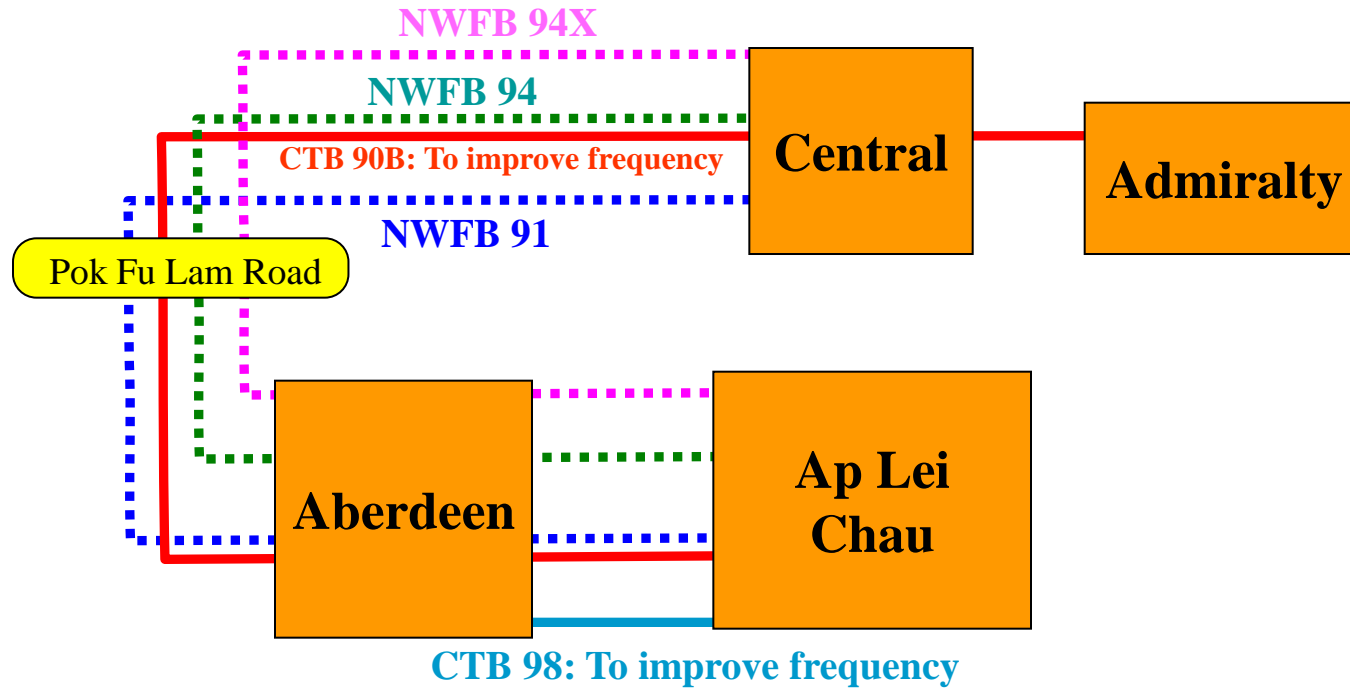
Re-organisation of CTB 90, 90C, 97 & NWFB 590, 590A



Legend

- | | |
|-----------|---|
| CTB 90C | [Ap Lei Chau Estate (Lee Chi Road to Central (Jardine House)) (Morning peak only service) (via Queen's Road East) (To amalgamate with NWFB 590) |
| NWFB 590A | [South Horizons-Admiralty (East)] (To amalgamate with NWFB 590) |
| NWFB 590 | [South Horizons-Central (Exchange Square)] (Existing routeing —) |
| CTB 90 | [Ap Lei Chau Estate-Central (Exchange Square)] (To truncate the northern end to Wan Chai) |
| CTB 97 | [Lei Tung Estate-Central (Exchange Square)] (To truncate the northern end to Wan Chai) |

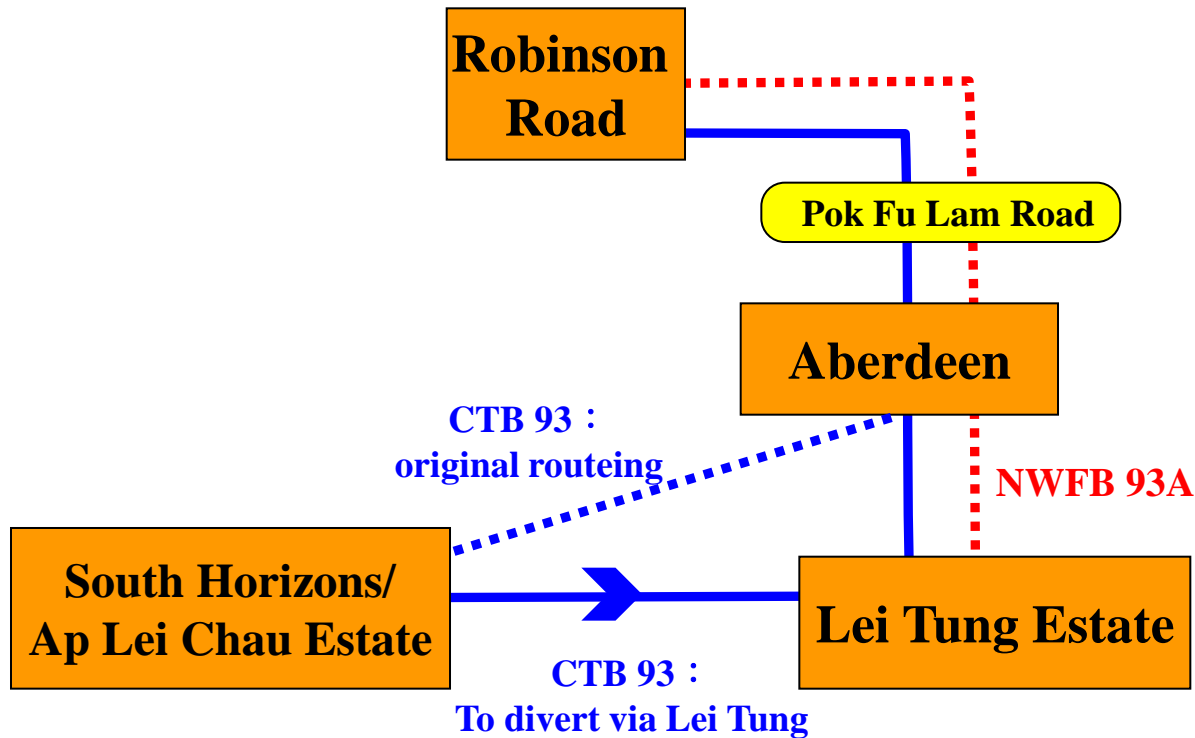
Re-organisation of CTB 90B, 98 & NWFB 91, 94 , 94X



Legend

- CTB 90B [Southern Horizons – Admiralty (East)] (via Ap Lei Chau Bridge Road)
(To improve frequency ———)
- NWFB 91 [Ap Lei Chau Estate – Central (Ferry Piers)] (To amalgamate with 90B)
- NWFB 94 [Lei Tung Estate – Central Ferry Piers]] (Morning peak only service)
(To amalgamate with 90B)
- NWFB 94X[Lei Tung Estate- Central (Exchange Square)] (Morning peak only service)
(To amalgamate with 90B)
- CTB 98 [Lei Tung Estate-Aberdeen (Chengtu Road)] (To improve frequency ———)

Re-organisation of NWFB 93 & 93A



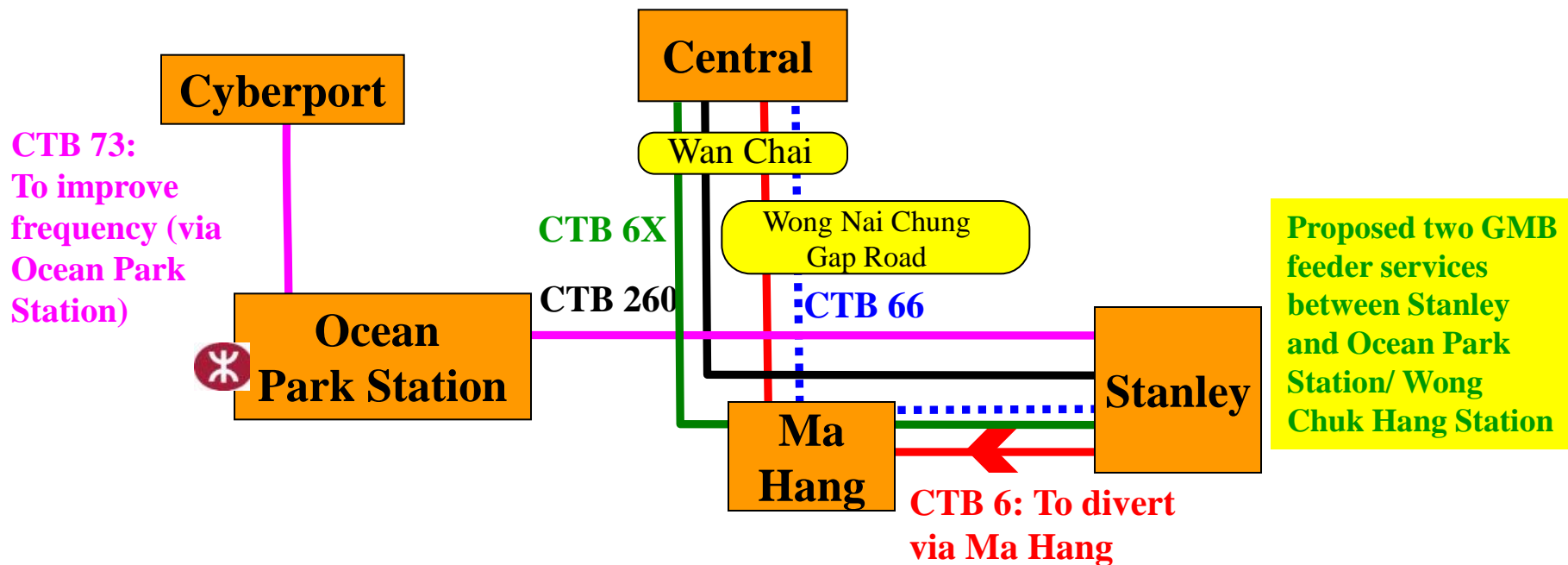
Legend

NWFB 93A [Lei Tung to Robinson Road] (To amalgamate with NWFB 93)

NWFB 93 [South Horizons/Ap Lei Chau Estate to Robinson Road]

(To divert via Lei Tung Estate ———)

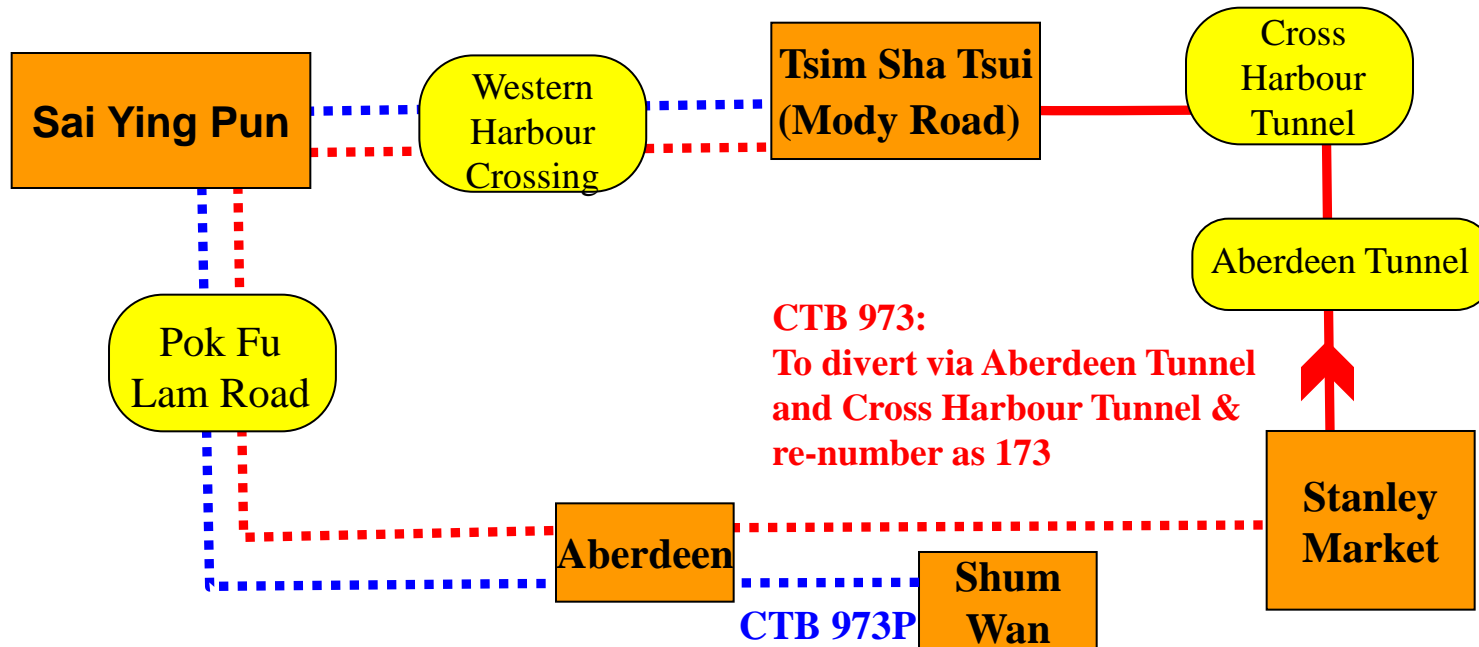
Re-organisation of CTB 6, 6X, 73, 260 & NWFB 66



Legend

- NWFB 66 [Ma Hang-Central (Exchange Square)] (To amalgamate with CTB 6)
- CTB 6 [Stanley Prison-Central (Exchange Square)] (To divert via Ma Hang ———)
- CTB 6X [Stanley Prison-Central (Exchange Square)]
(Proposed frequency reduction subject to passenger demand ———)
- CTB 73 [Cyberport/ Wah Fu (North)-Stanley Prison] (To enhance frequency ———)
- CTB 260 [Stanley Prison-Central (Exchange Square)] (Double-deck conversion ———)

Re-organisation of CTB 973 & 973P



Legend

CTB 973P [Shum Wan to Tsim Sha Tsui (Mody Road)](Morning peak only service)

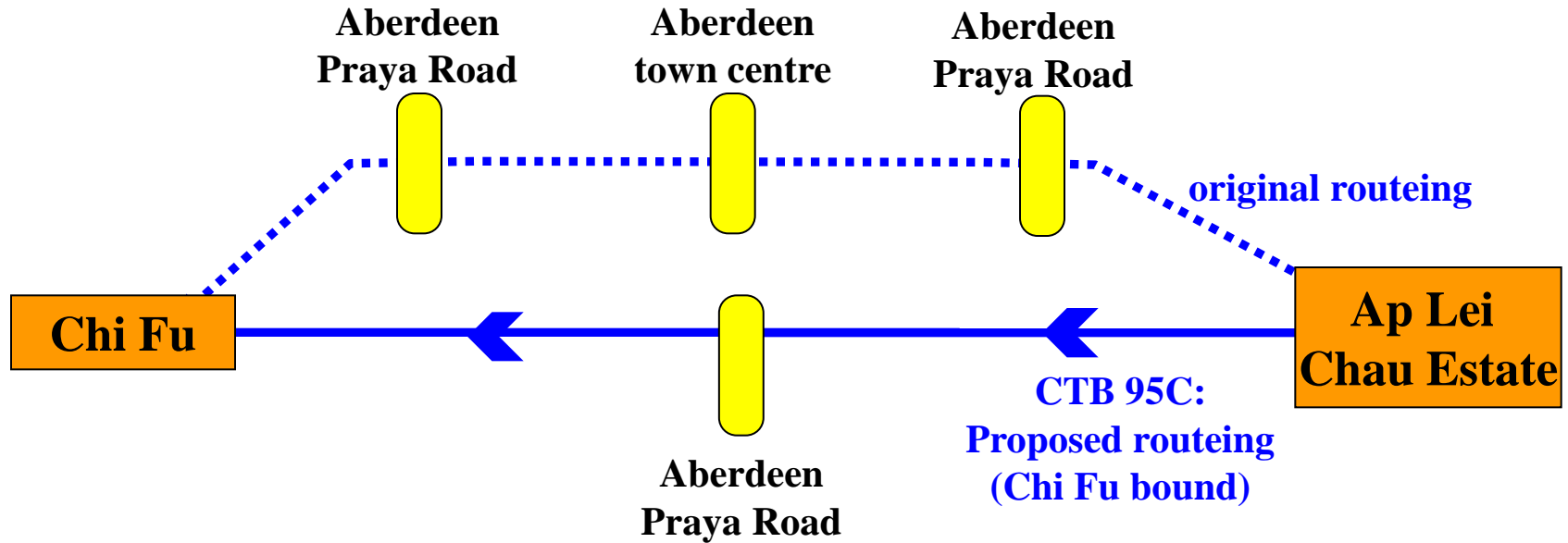
(To amalgamate with CTB 973 )

CTB 973 [Stanley Market-Tsim Sha Tsui (Mody Road)]

(Existing routeing )

(To divert via Aberdeen Tunnel and Cross Harbour Tunnel —)

Proposed Re-routeing of CTB 95C

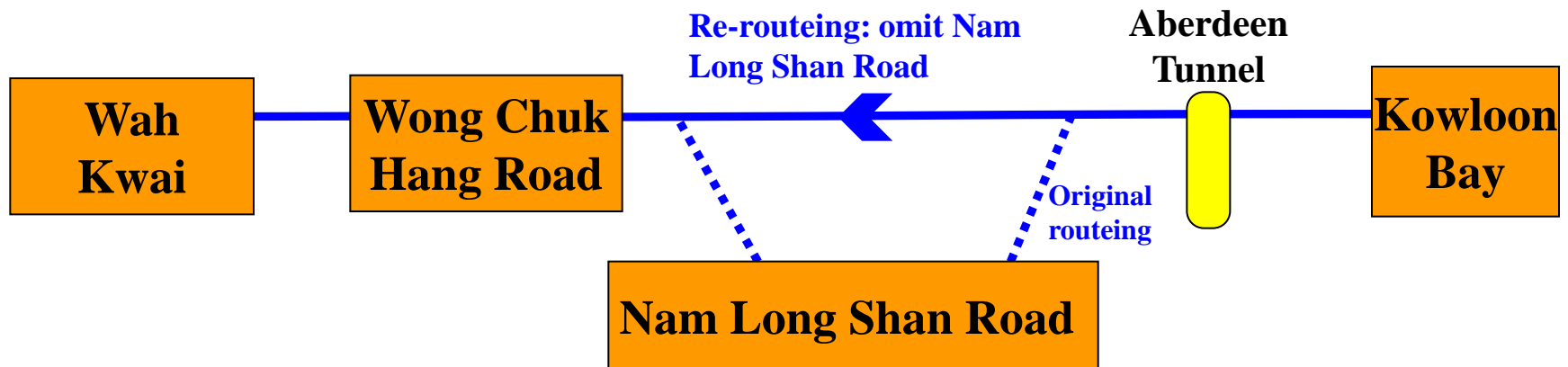


Legend

CTB 95C [Ap Lei Chau Estate-Chi Fu Fa Yuen](Cir.) (**Proposed re-routeing** )

To divert Chi Fu bound journeys via Aberdeen Praya Road, omit Aberdeen town centre

Proposed Re-routeing of CTB/KMB 107



Legend

CTB/KMB107 [Wah Kwai Estate-Kowloon Bay] (**Proposed re-routeing ———**)

to Kowloon Bay: omit Nam Long Shan Road

to Wai Kwai: omit Heung Yip Road, Police School Road and Nam Long Shan Road

(Translation)

C&W DC T&TC Paper No. 43/2013

**Central and Western District Council
Traffic and Transport Committee**

**Public Transport Re-organisation Plans to tie in with the
Commissioning of the West Island Line and South Island Line (East)**

Purpose

This paper briefs Members on the public transport re-organisation plans (“PT Plans”) to tie in with the commissioning of the West Island Line (“WIL”) and the South Island Line (East) (“SIL(E)”) in 2014 and 2015 respectively and seeks their views on the plans.

Introduction

2. Our railway network is the backbone of Hong Kong's public transport system. It carries over 4.5 million passengers per day, accounting for about 40% of all public transport passenger trips. The development of rail transport not only can significantly speed up passenger flow, but also alleviate road traffic congestion and reduce vehicle-induced air pollution. The development potential of areas along the railway lines can also be unleashed to facilitate economic development. Therefore, our long-term planning for public transport will revolve around a railway-based network complemented by 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.

3. With the successive completion of the WIL and the SIL(E) in 2014 and 2015 respectively, the public transport capacity of the Western and Southern Districts will be greatly enhanced. The passengers' travel pattern in the districts is also expected to change. Some of the passengers currently taking franchised buses, green minibuses (“GMBs”) or other road-based transport

modes to interchange with the MTR system will be able to reach the new stations directly on foot. The change in passenger demand will create more room to rationalise bus and GMB routes. As in the past, prior to the commissioning of new railways, the Transport Department (“TD”) will co-ordinate different public transport services, with a view to providing the public with reasonable choices of transport modes at affordable fares on the one hand, while utilising public transport resources effectively and enhancing network efficiency on the other.

4. With the implementation of the PT Plans, we aim to make adjustments to the bus and GMB services based on the passengers’ travel pattern. Apart from taking advantage of less duplicated and more direct and convenient bus and GMB services, passengers may also benefit from having access to new bus and GMB feeders to new railway stations, some with reduced fares. The spared bus and GMB capacity can be allocated to routes with increasing demand inside or outside the districts, thereby reducing the number of buses and GMBs for better utilisation of public transport resources.

5. Clean air and good traffic conditions are valuable assets in sustaining our long-term development. Through adjusting road traffic, the proposed PT Plans will help improve the environment, relieve road congestions and mitigate the problem of air pollution. Subject to local support and implementation of the proposed bus route rationalisation plans, it is expected that upon the commissioning of the two new railways, our environment can be improved with reduced roadside emissions from buses.

WIL and SIL(E)

6. Upon completion in 2014 and 2015 respectively, the WIL and the SIL(E) will provide residents in the Western and Southern Districts with a fast and reliable railway service. Passengers of the two new railways can make use of the existing railway network and various interchanging stations to reach different parts of the territory.

WIL

7. 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. It is expected to be commissioned in 2014 and its alignment is shown at Annex 1. Linked with the Island Line, the WIL will provide a direct railway service along the northern shore of the Hong Kong Island from Kennedy Town on the west to Chai Wan on the east. This will not only enable residents in the Western District to have direct access to the MTR network, but 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, thereby reducing the demand for road-based transport between the Western Mid-Levels and the northern shore of Hong Kong Island. Moreover, the WIL will significantly enhance the overall public transport capacity of the Western District on Hong Kong Island and greatly shorten the journey time from the Western District to other areas on Hong Kong Island and in Kowloon. According to the information provided by the MTR Corporation Limited (“MTRCL”), the estimated journey time from the future Kennedy Town Station to Sheung Wan Station is only about 8 minutes; while that to Causeway Bay Station is only about 13 minutes.

SIL(E)

8. The SIL(E) is a 7-km long railway line running between Admiralty and South Horizons in Ap Lei Chau with three intermediate stations at Ocean Park, Wong Chuk Hang and Lei Tung. It is expected to commence operation in 2015 and its alignment is shown at Annex 2. 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 Admiralty Station which will be expanded. This will greatly enhance the connectivity of the Southern District with the northern shore of Hong Kong Island. Moreover, this railway line will provide residents in the Southern District with a speedy and comfortable public transport service and relieve the existing bottlenecks and congestion problems at major trunk roads in the district, such as Aberdeen Tunnel. According to the information provided by the MTRCL, the estimated journey time from the future Ocean Park Station and South Horizons Station to Admiralty Station are only about 4 and 11 minutes respectively.

Considerations in Devising the PT Plans

9. The PT Plans have been developed having regard to a basket of factors including:

- the sustainable transport policy of adopting railway network as the backbone of the local public transport system. Under the policy, transport modes such as franchised buses and GMBs should provide efficient feeder services to supplement railway services which have higher carrying capacity;
- the maintenance of healthy competition among public transport services in order to achieve a highly efficient and co-ordinated public transport service network;
- the provision of reasonable transport choices in public transport arrangement that match with the changing demand for different public transport services;
- the provision of pedestrian facilities and feeder services, etc. to ensure good connectivity of the railway stations for easy access by passengers;
- the maintenance of the operational and financial viability of franchised bus and GMB service networks; and
- the reduction of road-based traffic congestion and emission to improve the environment.

10. In the light of the above factors, we propose to rationalise the existing bus and GMB services to ensure that the public transport system can meet the changes in passengers' travel pattern and maintain efficient operation. Re-organisation items include the provision of new feeder services to new railway stations, extension of existing routes or service improvement. As for those bus routes that overlap with railway lines or are expected to have significant loss of passengers, they will be adjusted through means such as route alternation, frequency adjustment and route amalgamation/cancellation.

Proposed PT Plans

11. Specific proposals under the PT Plans for the Central and Western District to tie in the commissioning of the WIL and the SIL(E) are elaborated in **Annex 3**.

Implementation Procedures

12. To allow the public to adapt more easily to the new traffic arrangements, the TD will adopt a phased and progressive approach for the smooth implementation of the PT plans. We will not cancel any bus service or implement any large-scale service change immediately on the first day when the WIL and the SIL(E) are open to the public. Instead, we will closely monitor any change in the passengers' travel demand upon the commissioning of the new railways and implement service adjustments in phases where necessary. Before implementation of the changes, we will launch extensive publicity in collaboration with the relevant public transport operators to familiarise the passengers with such changes.

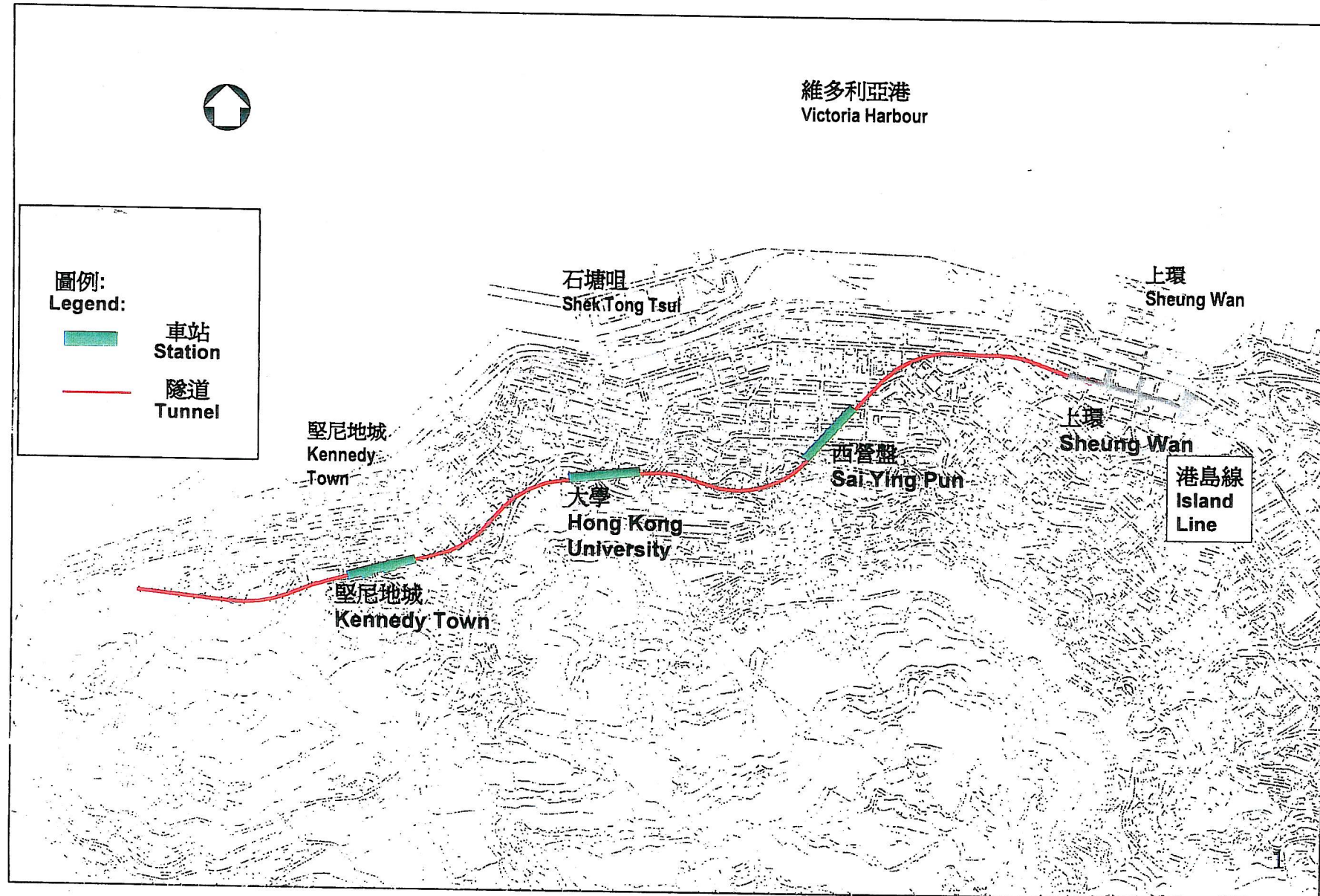
Advice Sought

13. Members are invited to comment on the proposed PT plans for the Central and Western District to tie in with the commissioning of the WIL and the SIL(E).

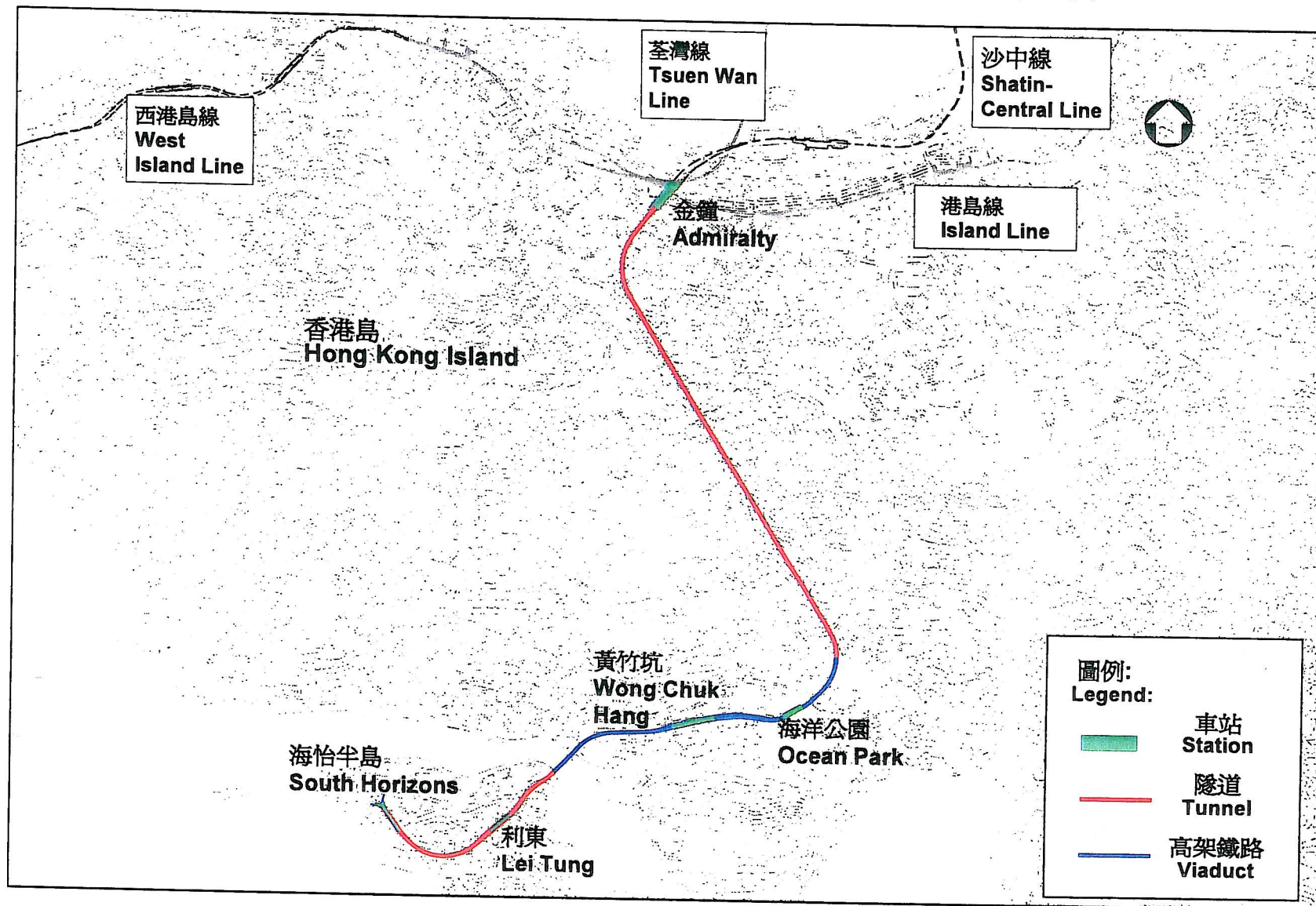
Transport Department
July 2013

West Island Line (WIL)

Annex 1



South Island Line (East) (SIL(E))



(1) Central and Western District – Public Transport Re-organisation Plans to tie in with the Commissioning of the West Island Line

A. Franchised Bus Service

(I) Proposed Re-organisation Packages

1. Re-organisation of CTB 1, 5 and 5X

Route	Origin-Destination	Existing Peak Headway (minutes)	Proposed Arrangements	Vehicle Change
CTB 1	Kennedy Town – Happy Valley (Upper)	6- 12	[Concerned areas in Central and Western District: Mount Davis, Kennedy Town, Shek Tong Tsui, Sai Ying Pun, Sheung Wan and Central]	-2
CTB 1P (Proposed morning peak only supplementary service)	Happy Valley (Wong Nai Chung Road) – Central Market	5 trips during morning peak hours on Mondays to Fridays (except Saturdays and public holidays)	Due to overlapping of the service areas of these routes, it is proposed to re-organise them in which CTB 5 and the morning peak only supplementary service 5P and 5S will be amalgamated with CTB 1 and 5X. Meanwhile, it is proposed to extend CTB 1 [Kennedy Town – Happy Valley (Upper)] to Felix Villas for serving its residents. The bus company has also proposed to offer a new Bus-Bus Interchange (BBI) concession to passengers of this route and CTB 10 [Kennedy Town – North Point Ferry] under which free interchange will be offered on the second leg of the journey to facilitate residents of Mount Davis plying to and from Causeway Bay/Tin Hau.	+4
CTB 5 and supplementary service 5S Sai Ying Pun (Centre Street) – Wan Chai (Queen’s Road East/ Wong Nai Chung Road) (From 7:10 am to 9:00 am)	Felix Villas – Causeway Bay (Whitfield Road)	12-20	To meet changes in ridership, it is also proposed to introduce CTB 1P to operate 5 trips during morning peak hours from Happy Valley (Wong Nai Chung Road) to Central Market on Mondays to Fridays (except Saturdays and public holidays). The coordinated headway of the route and CTB 1 will be about 6 minutes (see Appendix 1).	-19
CTB 5X and supplementary service 5P (Kennedy Town – Wan Chai Ferry Pier) (2 morning trips)	Kennedy Town – Causeway Bay (Whitfield Road)	7-20	In addition, it is proposed to divert CTB 5X (Causeway Bay bound) via Sai Chung Street North, Shing Sai Road, Route 4 and Rumsey Street flyover before resuming	+2

Route	Origin-Destination	Existing Peak Headway (minutes)	Proposed Arrangements	Vehicle Change
			<p>the original route at Man Kwong Street in order to operate on a faster route. The frequency will be enhanced subject to changes in ridership.</p> <p>Apart from CTB 1 and 5X, residents plying between Western District and Central/Wan Chai/Causeway Bay may also use the following bus services:</p> <ul style="list-style-type: none"> ● CTB 5B [Kennedy Town – Causeway Bay(Cir.)] ● CTB 10 [Kennedy Town – North Point Ferry] ● NWFB 18P [Kennedy Town (Belcher Bay) – North Point Ferry /Healthy Street Central] ● NWFB 18X [Kennedy Town (Belcher Bay) – Shau Kei Wan] (commissioned on 14 July 2013) 	

2. Re-organisation of CTB 5B and 5C

Route	Origin-Destination	Existing Peak Headway (minutes)	Proposed Arrangements	Vehicle Change
CTB 5B	Kennedy Town – Causeway Bay (Cir.)	6-15	[Concerned areas in Central and Western District: Kennedy Town, Shek Tong Tsui, Sai Ying Pun, Sheung Wan and Central]	0
CTB 5C	Shek Tong Tsui (Queen's Road West) – Wan Chai (Luard Road)	From 7:00 am to 9:00 am on Mondays to Saturdays (except public holidays)	<p>Due to overlapping of the service areas of these two routes, it is proposed to re-organise them in which CTB 5C (morning peak only service) will be amalgamated with CTB 5B. [see Appendix 2]</p> <p>Apart from CTB 5B, passengers plying between Western District and Central/Wan Chai may also use the following bus services:</p> <ul style="list-style-type: none"> ● CTB 1 [Kennedy Town – Happy Valley (Upper)] (proposed to be extended to Mount Davis) ● CTB 5X [Kennedy Town – Causeway Bay (Whitfield Road)] ● CTB 10 [Kennedy Town – North 	-3

Route	Origin-Destination	Existing Peak Headway (minutes)	Proposed Arrangements	Vehicle Change
			Point Ferry] ● NWFB 18P [Kennedy Town (Belcher Bay) – North Point Ferry/ Healthy Street Central] ● NWFB 18X [Kennedy Town (Belcher Bay) – Shau Kei Wan] (commissioned on 14 July 2013)	

3. Re-organisation of NWFB 2 and 18

Route	Origin-Destination	Existing Peak Headway (minutes)	Proposed Arrangements	Vehicle Change
NWFB 2	Sai Wan Ho (Grand Promenade) – Central (Macau Ferry)	12-20 (starting from 14 July 2013)	[Concerned areas in Central and Western District: Kennedy Town, Shek Tong Tsui, Sai Ying Pun, Sheung Wan and Central]	-4
NWFB 18	Kennedy Town (Belcher Bay) – North Point (Healthy Street Central) (terminal point at Belcher Bay relocated to Sai Ying Pun starting from 14 July 2013)	5-15	Due to overlapping of the service areas of these routes, it is proposed to re-organise them in which NWFB 18 will be amalgamated with NWFB 2, 18P and 18X (commissioned on 14 July 2013). Meanwhile, it is proposed to take forward the following arrangements: <ul style="list-style-type: none"> ● To divert NWFB 2 (both bounds) via Fenwick Pier Street and Harbour Road and omit Gloucester Road; and ● To divert NWFB 18P (North Point bound) via Gloucester Road, Causeway Road and King's Road. <u>The frequency will be enhanced</u> subject to changes in ridership. [see Appendix 3] Passengers plying between Western District and Wan Chai/ Causeway Bay/ North Point may also use the following bus services: <ul style="list-style-type: none"> ● CTB 5B [Kennedy Town – Causeway Bay (Cir.)] ● CTB 10 [Kennedy Town – North Point Ferry] 	-10
NWFB 18P (supplementary service)	Kennedy Town (Belcher Bay) – North Point (Healthy Street Central)	8-20		+5
NWFB 18X (supplementary service)	Kennedy Town (Belcher	20		0

Route	Origin-Destination	Existing Peak Headway (minutes)	Proposed Arrangements	Vehicle Change
(commissioned on 14 July 2013)	Bay) – Shau Kei Wan			

4. Re-organisation of CTB 3B & 12M and NWFB 13

Route	Origin-Destination	Existing Peak Headway (minutes)	Proposed Arrangements	Vehicle Change
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CTB 3B	Pokfield Road – Central (Man Kat Street Bus Terminus)	15-20	[Concerned areas in Central and Western District: Mid-Levels, Central and Sheung Wan]	-4
CTB 12M	Admiralty (Tamar Street) – Park Road (Cir.)	10-13	Due to overlapping of the service areas of these routes, it is proposed to re-organise them in which CTB 3B and NWFB 13 will be amalgamated with CTB 12M. [see Appendix 4]	0
NWFB 13	Kotewall Road – Central (City Hall)	12-14	<p>Apart from CTB 12M, passengers plying between Mid-Levels and Central may also use the following bus services:</p> <ul style="list-style-type: none"> ● NWFB 23 [Pokfield Road – North Point Ferry]. The bus company has introduced a section fare of \$5.0 from Caine Road to Pokfield Road starting from 1 July 2013. ● CTB 12 [Central Ferry Piers – Robinson Road (Cir.)]. The bus company has proposed to offer a new BBI concession to passengers of CTB 12 and NWFB 2 under which they can travel between Mid-Levels and Sheung Wan at a fare of \$4.3, enjoying a discount of \$4.1. ● NWFB 4X [Wah Fu (South) – Central (Exchange Square)] ● CTB 7 [Shek Pai Wan – Central Ferry Piers] ● CTB 40M [Wah Fu (North) – Admiralty (Government Headquarters)] ● GMB 3 [Po Shan Road – Central (Hong Kong Station Public Transport Interchange)] and 3A [Conduit Road – Central (Hong Kong Station 	-5

			Public Transport Interchange)]	
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5. **Re-organisation of NWFB 43X and 46X ((Proposed new railway feeder service NWFB 43M)**

Route	Origin-Destination	Existing Peak Headway (minutes)	Proposed Arrangements	Vehicle Change
NWFB 43X	Wah Kwai Estate – Wan Chai (Harbour Road) (Cir.)	20/30	[Concerned areas in Central and Western District: Kennedy Town, Shek Tong Tsui, Sai Ying Pun, Mid-Levels (Pok Fu Lam Road), Sheung Wan and Central]	-4
NWFB 46X (Morning peak only service)	Tin Wan – Wan Chai (Harbour Road) (Cir.)	15/20 From 6:00 am to 9:00 am on Mondays to Saturdays (except public holidays)	Upon the commissioning of the West Island Line (WIL), it is expected that the passengers' travel pattern will change and more passengers will use feeder services to travel to and from new railway stations. Thus, it is proposed to amalgamate NWFB 43X and 46X and re-number the route to <u>NWFB 43M</u> [Tin Wan – Kennedy Town (Cir.)]. The re-numbered route will travel via Wah Fu, Pok Fu Lam Road, and Kennedy Town Station on Smithfield Road, with a proposed fare of \$5.3. It will provide feeder service for residents of the Southern District travelling to and from WIL railway stations. [see Appendix 5]	-3
NWFB 43M (Re-numbered service)	Tin Wan – Kennedy Town (Cir.)	12-15 (proposed headway)	<p>Passengers plying between Central and Western District and Wan Chai may use the following bus services:</p> <ul style="list-style-type: none"> ● CTB 5B [Kennedy Town – Causeway Bay (Cir.)] ● CTB 5X [Kennedy Town – Causeway Bay (Whitfield Road)] ● CTB 10 [Kennedy Town – North Point Ferry] ● NWFB 18P [Kennedy Town (Belcher Bay) – North Point Ferry/ Healthy Street Central] ● NWFB 18X [Kennedy Town (Belcher Bay) – Shau Kei Wan] (commissioned on 14 July 2013) ● CTB 40M [Wah Fu (North) – Admiralty (Government Headquarters)] (proposed to divert via Hennessy Road) 	+7

6. Re-organisation of NWFB 4 & 4X and CTB 7

Route	Origin-Destination	Existing Peak Headway (minutes)	Proposed Arrangements	Vehicle Change
NWFB 4	Wah Fu (South) – Central (Cir.)	20	[Concerned areas in Central and Western District: Mid-Levels (Pok Fu Lam Road), Sai Ying Pun, Sheung Wan and Central]	-3
NWFB 4X	Wah Fu (South) – Central (Exchange Square) (Cir.)	15	Due to overlapping of the service areas of these three routes, it is proposed to re-organise them in which NWFB 4 will be amalgamated with NWFB 4X and CTB 7. Meanwhile, it is proposed to divert CTB 7 (both bounds) via Wah Fu (South) to serve residents travelling between Central and Western District and Wah Fu/Pok Fu Lam Road [see Appendix 6]	0
CTB 7	Shek Pai Wan – Central Ferry Piers	15-25		+1

7. Re-organisation of CTB 40 and 40M

Route	Origin-Destination	Existing Peak Headway (minutes)	Proposed Arrangements	Vehicle Change
CTB 40	Wah Fu (North) – Wan Chai Ferry Pier	10-15	[Concerned areas in Central and Western District: Mid-Levels and Central]	-9
CTB 40M	Wah Fu (North) – Admiralty (Government Headquarters)	10-20	<p>Due to overlapping of the service areas of these two routes, it is proposed to re-organise them in which CTB 40 will be amalgamated with CTB 40M. Meanwhile, it is proposed to divert CTB 40M (both bounds) <u>via Chi Fu (in Southern District) and via Hennessy Road and Queensway (in Wan Chai)</u> (At present, CTB 40M travels via Gloucester Road on its Wah Fu bound journeys). In addition, <u>the frequency of CTB 40M will be enhanced</u> subject to the actual demand of the passengers [see Appendix 7].</p> <p>Apart from CTB 40M, passengers plying between Mid-Levels and Central/Wan Chai may also use the following bus services:</p> <ul style="list-style-type: none"> ● NWFB 23 [Pokfield Road – North Point Ferry] ● CTB 12 [Central (Central Ferry 	+4

			Piers) – Robinson Road (Cir.)]	
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8. Re-organisation of CTB 70 and 70M

Route	Origin-Destination	Existing Peak Headway (minutes)	Proposed Arrangements	Vehicle Change
CTB 70	Aberdeen – Central (Exchange Square)	4-12	[Concerned areas in Central and Western District: Central]	+2
CTB 70M (Morning peak only service)	Wah Kwai – Admiralty Station (East)	15/30 From 7:05 am to 8:55 am on Mondays to Saturdays (except public holidays) [According to Route Development Programme, frequency reduction and conversion to unidirectional service will be implemented in the third quarter of 2013]	Due to overlapping of the service areas of these two routes, it is proposed to re-organise them in which CTB 70M (morning peak only service) will be amalgamated with CTB 70. Meanwhile, it is proposed to relocate the terminal point of CTB 70 to Wah Kwai and travel via Tin Wan and Aberdeen for enlargement of its service area [see Appendix 8].	-4

9. Re-organisation of CTB/KMB 103

Route	Origin-Destination	Existing Peak Headway (minutes)	Proposed Arrangements	Vehicle Change
CTB/KMB 103 and Supplementary Service 103P (Pokfield Road – Mong Kok (Yim Po	Pokfield Road – Chuk Yuen Estate	8-18	[Concerned areas in Central and Western District: Mid-Levels and Central] Departures of CTB/KMB 103P are the special departures of CTB/KMB 103 during morning peak hours. Since the	-2

Fong Street)) (2 morning trips)			<p>commissioning of WIL will take up a portion of passengers, it is proposed to amalgamate CTB/KMB 103P with CTB/KMB 103.</p> <p>Meanwhile, it is proposed to divert CTB/KMB 103 via Kowloon City and Tung Tau Estate for enlargement of its service area in light of the proposed cancellation of NWFB/KMB 113 (see below). [see Appendix 9]</p>	
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(II) Proposed Cancellation of Routes

Route	Origin-Destination	Existing Peak Headway (minutes)	Road-based Alternative Public Transport Service	Vehicle Change
NWFB 23B	Park Road / Robinson Road – Braemar Hill	Mondays to Saturdays (except public holidays) morning and afternoon services	<p>[Concerned areas in Central and Western District: Mid-Levels and Central]</p> <p>Passengers plying between Mid-Levels and Wan Chai/ Eastern District may use the following bus services:</p> <ul style="list-style-type: none"> ● NWFB 23 [Pokfield Road – North Point Ferry] ● Interchange between NWFB 23 [Pokfield Road – North Point Ferry] and NWFB 25 [Central (Central Ferry Piers) – Braemar Hill (Cir.)]. The bus company has introduced a BBI interchange concession for passengers plying between Mid-Levels and Eastern District, with a total fare of \$6.9 which is equal to the current fare of NWFB 23B. ● Interchange between CTB 12 [Central (Central Ferry Piers) – Robinson Road (Cir.)] and NWFB 26 [Lai Tak Tsuen – Hollywood Road (Cir.)]. The bus company has introduced a BBI interchange concession for passengers plying between Mid-Levels and Eastern District, with a total fare of \$5.0 which is lower than the current fare of NWFB 23B starting from 14 July 2013. 	-3
NWFB/KMB 113	Kennedy Town	6-15	[Concerned areas in Central and Western District: Kennedy Town, Shek	-22

	(Belcher Bay Temporary Bus Terminus) – Choi Hung		Tong Tsui, Sai Ying Pun, Sheung Wan and Central] Passengers plying between Central and Western District and Cross Harbour Tunnel/Kowloon City/Choi Hung may use the following bus services: <ul style="list-style-type: none"> ● KMB/NWFB 101 [Kennedy Town – Kwun Tong (Yue Man Square)] ● KMB/CTB 103 [Pokfield Road – Chuk Yuen Estate] (re-route via Kowloon City and Tung Tau Estate) ● KMB/NWFB 104 [Kennedy Town – Pak Tin] ● KMB/NWFB 109 [Central (Macau Ferry) – Ho Man Tin] ● KMB/NWFB 111 [Central (Macau Ferry) – Ping Shek] (via Choi Hung) 	
CTB M47	Wah Fu (North) – Central (Hong Kong Station)	14-20	[Concerned areas in Central and Western District: Mount Davis, Kennedy Town, Shek Tong Tsui, Sai Ying Pun, Sheung Wan and Central] Passengers plying between Central and Western District and Wah Fu/Victoria Road may use the following bus services: <ul style="list-style-type: none"> ● NWFB 4X [Wah Fu (South) – Central (Exchange Square)] ● CTB 7 [Shek Pai Wan – Central (Central Ferry Piers)] ● NWFB 43M [Tin Wan – Kennedy Town Station] (proposed new railway feeder service) ● NWFB 971 [Aberdeen (Shek Pai Wan) – Hoi Lai Estate/ Nam Cheong Station] ● GMB 58/58A [Aberdeen (Wu Nam Street) – Kennedy Town] ● GMB 59 [Kennedy Town (North Street) – Shum Wan Road] 	-6

(III) Proposed Re-routing

Route	Origin-Destination	Existing Peak Headway (minutes)	Proposed Arrangements	Vehicle Change
CTB 71	Wong Chuk Hang –	17/18	[Concerned areas in Central and Western District: Mid-levels (Pok Fu Lam Road), Sai	-1

Route	Origin-Destination	Existing Peak Headway (minutes)	Proposed Arrangements	Vehicle Change
	Central (Wing Wo Street) (Circular)		Ying Pun, Sheung Wan and Central] Upon the commissioning of the WIL, it is expected that more passengers from Southern District will use rail service travelling to and from Central district. Thus, it is proposed to truncate the northern end of the route from Central (Wing Wo Street) to Sai Ying Pun. The route will continue to operate as circular route [see Appendix 10].	
KMB/NWFB 104	Kennedy Town – Pak Tin	5-12	[Concerned areas in Central and Western District: Kennedy Town, Shek Tong Tsui, Sai Ying Pun, Sheung Wan and Central] Upon the commissioning of the WIL, it is expected that more passengers will use rail service travelling to and from Kowloon. Thus, it is proposed to truncate the southern end of the route from Kennedy Town to Central (Macau Ferry) [see Appendix 11]. Passengers plying between Western District and Cross Harbour Tunnel/West Kowloon may also use the following bus services: <ul style="list-style-type: none"> ● KMB/NWFB 904 [Kennedy Town – Lai Chi Kok] ● KMB/NWFB 905 [Wan Chai Ferry Pier – Lai Chi Kok] ● KMB/NWFB 101 [Kennedy Town – Kwun Tong (Yue Man Square)] 	-8

(IV) Proposed Frequency Reduction Subject to Changes in Ridership

Route	Origin-Destination	Existing Peak Headway (minutes)	Concerned Areas in Central and Western District	Vehicle Change
CTB 10	Kennedy Town – North Point Ferry	6-15	Kennedy Town, Shek Tong Tsui, Sai Ying Pun, Sheung Wan and Central	-4
NWFB 23	Pokfield Road – North Point Ferry	3-7	Mid-Levels	-8
NWFB/KMB	Kennedy	3-5	Kennedy Town, Shek Tong Tsui, Sai Ying	-3

101	Town – Kwun Tong (Yue Man Square)		Pun, Sheung Wan and Central	
NWFB/KMB 904	Kennedy Town – Lai Chi Kok	8-15	Kennedy Town, Shek Tong Tsui and Sai Ying Pun	-4
NWFB/KMB 905	Wan Chai Ferry Pier – Lai Chi Kok	3-10	Central, Sheung Wan and Sai Ying Pun	-4
NWFB 970	Cyberport – So Uk	5-10	Mid-Levels (Pok Fu Lam Road) and Sai Ying Pun	-4
NWFB 970X (Supplementary Service)	Aberdeen – So Uk	6-15	Mid-Levels (Pok Fu Lam Road) and Sai Ying Pun	-1

B. Green Minibus (GMB) Service

(I) Proposed Feeder Service Enhancement to New Railway Stations

Origin-Destination	Proposed Arrangements
Existing GMB 8 [Baguio Villa (Lower) – Central (Exchange Square)]	It is proposed to introduce new section fare of \$7.0 from Baguio Villa (Lower) to <u>Hong Kong University Station</u> (near Haking Wong Building).
Existing GMB 28 [Baguio Villa (Upper) – Causeway Bay (Sun Wui Road)]	It is proposed to introduce new section fare of \$7.0 from Baguio Villa (Upper) to <u>Hong Kong University Station</u> (near Haking Wong Building).
<u>Proposed new whole day short-working service:</u> Kennedy Town Station – Cyberport (Cir.)	It is proposed to introduce a new whole day short-working service under existing GMB 58 [Kennedy Town – Aberdeen (Wu Nam Street)]. The short-working service will travel via Sandy Bay and Mount Davis. The proposed fare is \$5.9.
<u>Proposed new whole day short-working service:</u> Kennedy Town Station – Queen Mary Hospital	It is proposed to introduce a new whole day short-working service under existing GMB 54 [Central (Ferry Piers) - Queen Mary Hospital (Cir.)]. The short-working service will travel via Pok Fu Lam Road and Mount Davis. The proposed fare is \$5.0.

(II) Proposed Frequency Improvement Subject to Changes in Ridership

Route	Origin-Destination	Existing Peak Headway (minutes)	Concerned Areas in Central and Western District	Vehicle Change
GMB 23	Kennedy Town (Hau Wo Street) – Pok Fu Lam (Cir.)	4/5	Kennedy Town	+3
GMB 58	Kennedy Town – Aberdeen (Wu Nam Street)	12/20	Kennedy Town and Mount Davis	+6

(III) Proposed Frequency Reduction Subject to Changes in Ridership

Route	Origin-Destination	Existing Peak Headway (minutes)	Concerned Areas in Central and Western District	Vehicle Change
GMB 8	Baguio Villa (Lower) – Central (Exchange Square)	6/7	Mid-Levels and Central	-2
GMB 10	Cyberport Public Transport Interchange – Causeway Bay (Jaffe Road)	7	Mid-Levels and Central	-5
GMB 12	Kwun Lung Lau – Sai Ying Pun (Cir.)	6	Kennedy Town, Shek Tong Tsui and Sai Ying Pun	-2
GMB 13	Sai Wan Estate – Sai Ying Pun (Cir.)	5/7	Kennedy Town, Shek Tong Tsui and Sai Ying Pun	-2
GMB 22	Pok Fu Lam Gardens – Central (Exchange Square)	6/7	Mid-Levels and Central	-2
GMB 22S (Supplementary Service)	Pok Fu Lam Gardens – Central (Central Ferry Piers)	10/25	Mid-Levels and Central	
GMB 28	Baguio Villa (Upper) – Causeway Bay (Sun Wui Road)	6/7	Mid-Levels and Central	-2
GMB 31	Tin Wan Estate – Causeway Bay (Jaffe Road)	10/15	Mid-Levels and Central	-3
GMB 54	Central (Ferry Piers) – Queen Mary Hospital (Cir.)	8	Kennedy Town, Shek Tong Tsui, Sai Ying Pun, Sheung Wan and Central	-2
GMB 55	Queen Mary Hospital – Central Station (Connaught Road Central) (Cir.)	5/6	Sai Ying Pun, Sheung Wan and Central	-2

Route	Origin-Destination	Existing Peak Headway (minutes)	Concerned Areas in Central and Western District	Vehicle Change
GMB 56	Mid-Levels (Robinson Road) – North Point (Marble Road)	6	Mid-Levels and Central	-3
GMB 56A	Mid-Levels – Causeway Bay (Cir.)	8/10	Mid-Levels and Central	-1

(IV) Proposed Relocation of Terminal Points

A new GMB boarding and alighting area will be provided near Exit A (i.e. the site of the former Kennedy Town Swimming Pool) of Kennedy Town Station of the WIL. In this connection, the existing terminal points of GMB 58/58A and 59 on North Street will be relocated to this new GMB boarding and alighting area to facilitate passengers to interchange between GMB and rail services.

II. Central and Western District – Public Transport Re-organisation Plans to tie in with the Commissioning of the South Island Line (East)

A. Franchised Bus Service

(I) Proposed Re-organisation Packages

1. Re-organisation of CTB 973 and 973P

Route	Origin-Destination	Existing Peak Headway (minutes)	Proposed Arrangements	Vehicle Change
CTB 973 & CTB 973P [Shum Wan - Tsim Sha Tsui East] (Morning peak only supplementary service) 3 trips	Stanley – Tsim Sha Tsui (Mody Road)	15-24	<p>[Concerned areas in Central and Western District: Mid-Levels (Pok Fu Lam Road) and Sai Ying Pun]</p> <p>Upon the commissioning of the South Island Line (East) (SIL (East)), it is expected that the passengers' travel pattern will change. Thus, it is proposed to re-organise the routes, including amalgamating the morning peak only supplementary service CTB 973P with CTB 973.</p> <p>Meanwhile, it is proposed to divert CTB 973 via Aberdeen Tunnel and Cross Harbour Tunnel and omit Western District. It is also proposed to re-number the route as <u>CTB 173</u> [see <u>Appendix 12</u>].</p> <p>Besides, the bus company has proposed to offer a new BBI concession to passengers of CTB 73 [Cyberport/ Wah Fu (North) – Stanley Prison] and CTB 71 [Shum Wan – Sai Ying Pun (Cir.)]. The current sum of fares of the two routes is \$10.5. With the proposed BBI concession, passenger plying between Stanley and Pok Fu Lam Road/ Western District will only need to pay \$6.1, with a discount of \$4.4.</p> <p>Apart from the rail services between Central and Western District and Tsim Sha Tsui, residents travelling to and from Kowloon West may also use the following bus services:</p> <ul style="list-style-type: none"> ● KMB/NWFB 904 [Kennedy 	-2

			<p>Town – Lai Chi Kok]</p> <ul style="list-style-type: none"> ● KMB/NWFB 905 [Wan Chai Ferry Pier – Lai Chi Kok] ● NWFB 970 [So Uk – Cyberport] ● NWFB 970X [So Uk – Aberdeen] ● NWFB 971 [Aberdeen (Shek Pai Wan) – Hoi Lai Estate/ Nam Cheong Station] 	
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2. Re-organisation of NWFB 78 and 43M (proposed route upon the commissioning of the WIL)

Route	Origin-Destination	Existing Peak Headway (minutes)	Proposed Arrangements	Vehicle Change
NWFB 78 [internal route in Southern District]	Wah Kwai Estate – Wong Chuk Hang	7/9	[Concerned areas in Central and Western District: Kennedy Town]	+2
NWFB 43M (proposed route upon the commissioning of the WIL)	Tin Wan – Kennedy Town (Circular)	12-15 (proposed headway)	It is proposed to relocate the terminal point of NWFB 78 [internal route in Southern District] to the new Wong Chuk Hang Station and to enhance its frequency subject to the actual demand of passengers. Meanwhile, the frequency of NWFB 43M (proposed route upon the commissioning of the WIL) will be reduced subject to changes in ridership [see Appendix 13].	-1

3. Re-organisation of CTB 48, 71 and 75

Route	Origin-Destination	Existing Peak Headway (minutes)	Proposed Arrangements	Vehicle Change
CTB 71 and supplementary service 71P (Shum Wan to Central (Central Ferry Piers) (1 morning trip)	Wong Chuk Hang – Sai Ying Pun (Circular) (proposed origin and destination upon the commissioning of the WIL)	17/18	[Concerned areas in Central and Western District: Mid-levels (Pok Fu Lam Road), Sai Ying Pun and Central]	-1
CTB 75	Shum Wan to Central	7-15	Upon the commissioning of the SIL (East), it is expected that the passengers' travel pattern will change and more passengers will use feeder services travelling to and from new railway stations. Thus, it is proposed to amalgamate CTB 71P (supplementary service) and CTB 75 with CTB 71.	-9

	(Exchange Square)		Meanwhile, it is proposed to extend the southern end of CTB 71 [Wong Chuk Hang – Sai Ying Pun (Cir.)] (proposed origin and destination upon the commissioning of the WIL) from Wong Chuk Hang to Shum Wan. The route will continue to operate as a circular route [see Appendix 14].	
CTB 48 <u>[internal route in Southern District]</u>	Wah Fu (North) – Ocean Park/Shum Wan (Cir.)	4-16	In addition, it is proposed to divert CTB 48 [internal route in Southern District] via the new Wong Chuk Hang Station to facilitate residents of Southern District travelling to and from the new railway station.	0

4. Re-organisation of CTB 90B & 98 and NWFB 91, 94 & 94X

Route	Origin-Destination	Existing Peak Headway (minutes)	Proposed Arrangements	Vehicle Change
CTB 90B	South Horizons – Admiralty Station (East) (via Pok Fu Lam Road)	8-12	[Concerned areas in Central and Western District: Mid-Levels (Pok Fu Lam Road), Sai Ying Pun, Sheung Wan and Central] Due to overlapping of the service areas of these routes, it is proposed to re-organise them in which NWFB 91, 94 and the supplementary service 94X will be amalgamated with CTB 90B.	+4
NWFB 91	Ap Lei Chau Estate – Central (Central Ferry Piers) (via Pok Fu Lam Road)	10-25	Meanwhile, it is proposed to <u>enhance the frequency</u> of CTB 90B subject to changes in ridership. (see Appendix 15) Apart from CTB 90B, passengers plying between Central District and Ap Lei Chau may also use the following bus service:	-5

Route	Origin-Destination	Existing Peak Headway (minutes)	Proposed Arrangements	Vehicle Change
NWFB 94 (Morning peak only service) & NWFB 94X [Lei Tung Estate to Central (Exchange Square)] (Morning peak only supplementary service)	Lei Tung Estate – Central (Central Ferry Piers) (via Pok Fu Lam Road))	10-25 From 5:55 am to 9:00 am on Mondays to Saturdays (except public holidays)	● NWFB 590 [South Horizons – Central (Exchange Square)] (via Aberdeen Tunnel)	-8
CTB 98	Lei Tung Estate – Aberdeen (Chengtu Road)	4-8		+1

5. Re-organisation of NWFB 93 and 93A

Route	Origin-Destination	Existing Peak Headway (minutes)	Proposed Arrangements	Vehicle Change
NWFB 93 (Morning peak only service)	Ap Lei Chai Estate/South Horizons to Robinson Road	From 7:00 am to 7:15 am on Mondays to Saturdays (except public holidays and school holidays) (4 trips)	[Concerned areas in Central and Western District: Mid-Levels] Due to overlapping of the service areas of these two routes, it is proposed to re-organise them in which NWFB 93A will be amalgamated with NWFB 93. Meanwhile, it is proposed to divert NWFB 93 via Lei Tung Estate for serving its residents. (see Appendix 16)	0
NWFB 93A (Morning peak only service)	Lei Tung Estate – Robinson Road	From 7:00 am to 7:20 am on Mondays to Saturdays (except public holidays and school holidays) (3 trips)		-3

6. Re-organisation of CTB 90, 90C & 97 and NWFB 590 & 590A

Route	Origin-Destination	Existing Peak Headway (minutes)	Proposed Arrangements	Vehicle Change
CTB 90	Ap Lei Chau Estate – Central (Exchange Square)	6-15	[Concerned areas in Central and Western District: Central] The two new railway stations (i.e. Lee Tung Station and South Horizons Station) situate at densely populated areas, thereby facilitating the majority of residents travelling to and from Ap Lei Chau with the rail service.	-5
CTB 90C (Morning peak only service)	Main Street Ap Lei Chau to Central (Jardine House)	15 From 6:30 am to 9:00 am from Mondays to Saturdays	In this connection, it is proposed to re-organise these routes, including amalgamating NWFB 590A and CTB 90C (morning peak only service) with NWFB 590. Besides, frequency reduction is proposed for NWFB 590 subject to changes in ridership. (see Appendix 8)	-4
CTB 97	Lee Tung Estate – Central (Exchange Square)	3-15		-8
NWFB 590	South Horizons – Central (Exchange Square)	3-12	Upon the commissioning of the South Island Line (East), it is expected that the passengers' travel pattern will change. Thus, it is proposed to make the following service adjustments :	-4
NWFB 590A	South Horizons – Admiralty Station (East) (Cir.)	11-15	<ul style="list-style-type: none"> ● To truncate the northern end of CTB 90 from Central (Exchange Square) to Wan Chai; and ● To truncate the northern end of CTB 97 from Central (Exchange Square) to Wan Chai. (see Appendix 17) <p>Apart from NWFB 590, passengers plying between Central and Western District and Ap Lei Chau may also use the following bus service:</p> <ul style="list-style-type: none"> ● CTB 90B [South Horizons – Admiralty Station (East)] (via Pok Fu Lam Road) 	-5

7. Re-organisation of NWFB 66 and CTB 6, 6X, 73 & 260

Route	Origin-Destination	Existing Peak Headway (minutes)	Proposed Arrangements	Vehicle Change
NWFB 66 (peak only service)	Ma Hang Estate – Central (Exchange Square)	12-30 Mondays to Fridays (except Saturdays and public holidays)	[Concerned area in Central and Western District: Central] Upon the commissioning of the SIL (East), it is expected that the passengers' travel pattern will change and more passengers will use feeder services travelling to and from new railway stations. Thus, it is proposed to re-organise the routes, including amalgamating NWFB 66 with CTB 6. It is also proposed to divert CTB 6 via Ma Hang, Stanley whole day.	-5
CTB 6	Stanley Prison – Central (Exchange Square)	10-20	Meanwhile, CTB 73 will travel via Ocean Park Station. Its frequency will be enhanced subject to changes in ridership in order to facilitate passengers travelling to and from the new railway station. The frequency of CTB 6X will be reduced subject to changes in ridership. It is also proposed to convert the whole bus fleet of CTB 260 to double-deck buses for service improvement [see Appendix 18].	+1
CTB 6X	Stanley Prison – Central (Exchange Square)	8-29		-1
CTB 260	Stanley Prison – Central (Exchange Square)	10-20		0
CTB 73 [<u>internal route in Southern District</u>]	Wah Fu (North)/ Cyperport – Stanley Prison	15/20		+1

(II) Proposed Cancellation of Routes

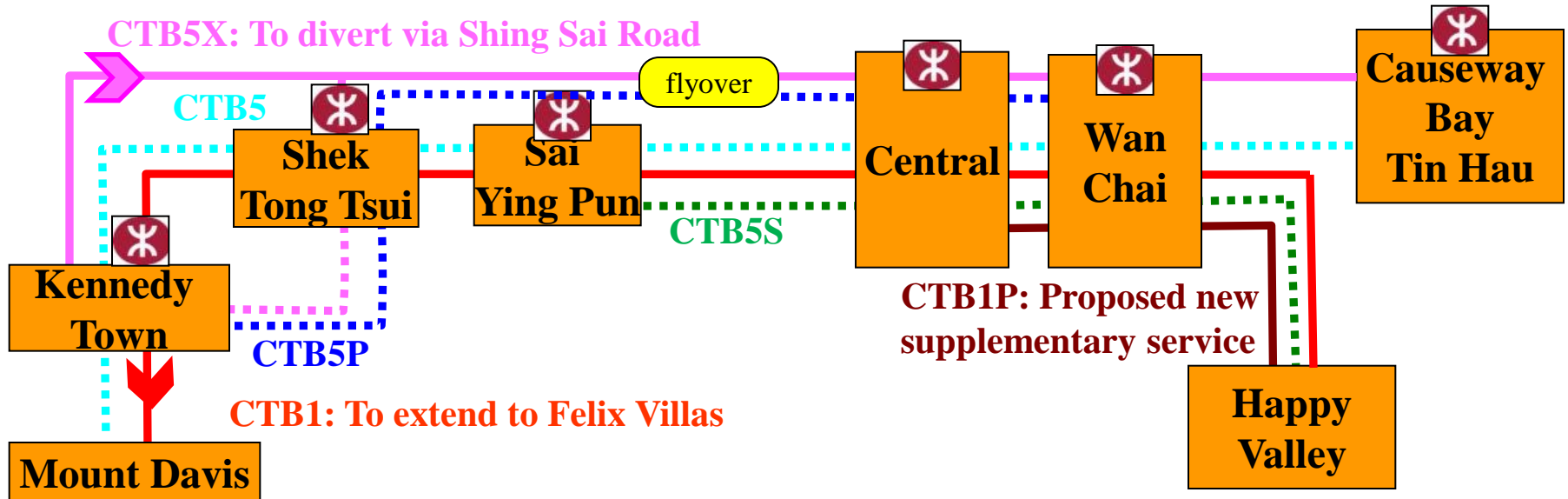
Route	Origin-Destination	Existing Peak Headway (minutes)	Road-based Alternative Public Transport Service	Vehicle Change
CTB 47P (Morning peak only supplementary service)	Kennedy Town (Belcher Bay) – Wong Chuk Hang	3 trips during morning peak hours From 6:45 am to 8:00 am on Mondays to Saturdays (except public holidays)	[Concerned areas in Central and Western District: Kennedy Town and Mount Davis] Residents from Kennedy Town/ Mount Davis heading to Southern District may use the following bus services: <ul style="list-style-type: none"> ● NWFB 971 [Hoi Lai Estate – Aberdeen (Shek Pai Wan)] ● GMB 58 [Aberdeen (Wu Nam Street) – Kennedy Town] ● GMB 59 [Kennedy Town – Shum Wan Road Public Transport Terminus] 	-2
CTB 629 and supplementary services CTB 629A [Ocean Park – Central (Central Ferry Piers)] (3 afternoon trips)/ CTB 629S [Admiralty Station (West) – Ocean Park (Tai Shue Wan)] (3 morning trips)	Admiralty Station (West) – Ocean Park	5/10 (public holidays)	[Concerned area in Central and Western District: Central] Apart from the rail service plying between Admiralty and Ocean Park, passengers may also use the following bus services to travel between Central and Wong Chuk Hang Road (Wong Chuk Hang San Wai): <ul style="list-style-type: none"> ● CTB 6X [Stanley Prison – Central (Exchange Square)] ● CTB 260 [Stanley Prison – Central (Exchange Square)] 	-1

(III) Proposed Frequency Reduction Subject to Changes in Ridership

Route	Origin-Destination	Existing Peak Headway (minutes)	Concerned Areas in Central and Western District	Vehicle Change
CTB 37A	Chi Fu Fa Yuen –	5-12	Central, Sheung Wan, Sai Ying Pun and Mid-levels (Pok Fu Lam Road)	-1

Route	Origin-Destination	Existing Peak Headway (minutes)	Concerned Areas in Central and Western District	Vehicle Change
	Admiralty (Circular)			
CTB 37X (morning peak only service)	Chi Fu Fa Yuen – Central (Circular)	5-11 From 6:00 am to 10:00 am on Mondays to Saturdays (except public holidays)	Mid-levels (Pok Fu Lam Road), Sai Ying Pun, Sheung Wan and Central	-1
NWFB 971	Aberdeen (Shek Pai Wan) – Hoi Lai Estate	15-25	Mount Davis, Kennedy Town, Shek Tong Tsui and Sai Ying Pun	-1

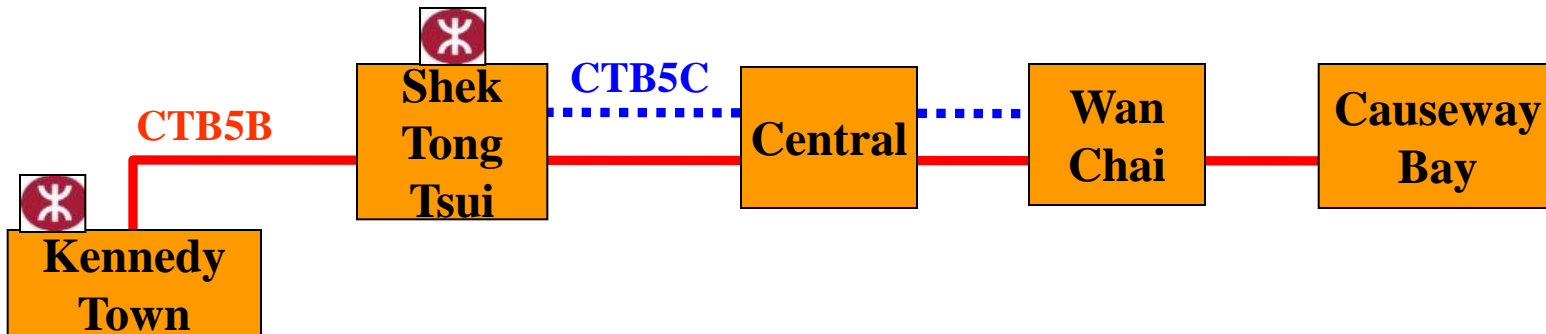
Re-organisation of CTB 1, 5 & 5X





Legend

- CTB 1 [Kennedy Town-Happy Valley (Upper)] (**To extend to Felix Villas** ———)
- CTB 1P [Happy Valley (Wong Nai Chung Road)-Central Market] (**Proposed new supplementary service** ———)
- CTB 5 [Felix Villas-Causeway Bay (Whitfield Road)](**To amalgamate with CTB1 & 5X** ·····)
- CTB 5S [Sai Ying Pun (Centre Street)-Wan Chai (Queen's Road East/Wong Nai Chung Road)]
(**To amalgamate with CTB1 & 5X** ·····)
- CTB 5X [Kennedy Town-Causeway Bay (Whitfield Road)]
(**To divert via Shing Sai Road , omit Shek Tong Tsui** ———)
- CTB 5P [Kennedy Town-Wan Chai Ferry Pier](**To amalgamate with CTB 1 & 5X** ·····)

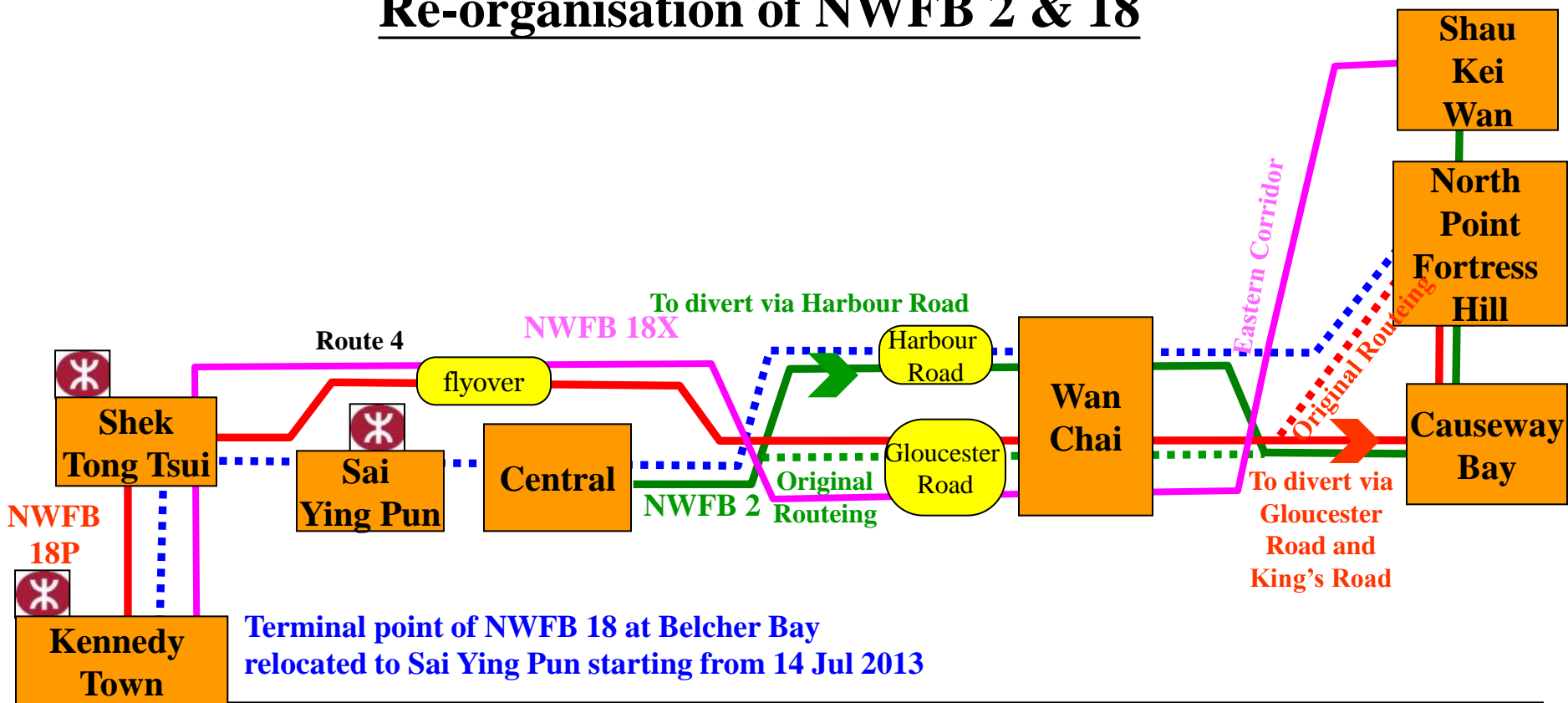
Re-organisation of CTB 5B & 5C



Legend

- CTB 5B [Kennedy Town-Causeway Bay(Cir.)] (Existing route )
- CTB 5C [Shek Tong Tsui (Queen's Road West)-Wan Chai (Luard Road)]
(To amalgamate with CTB 5B )

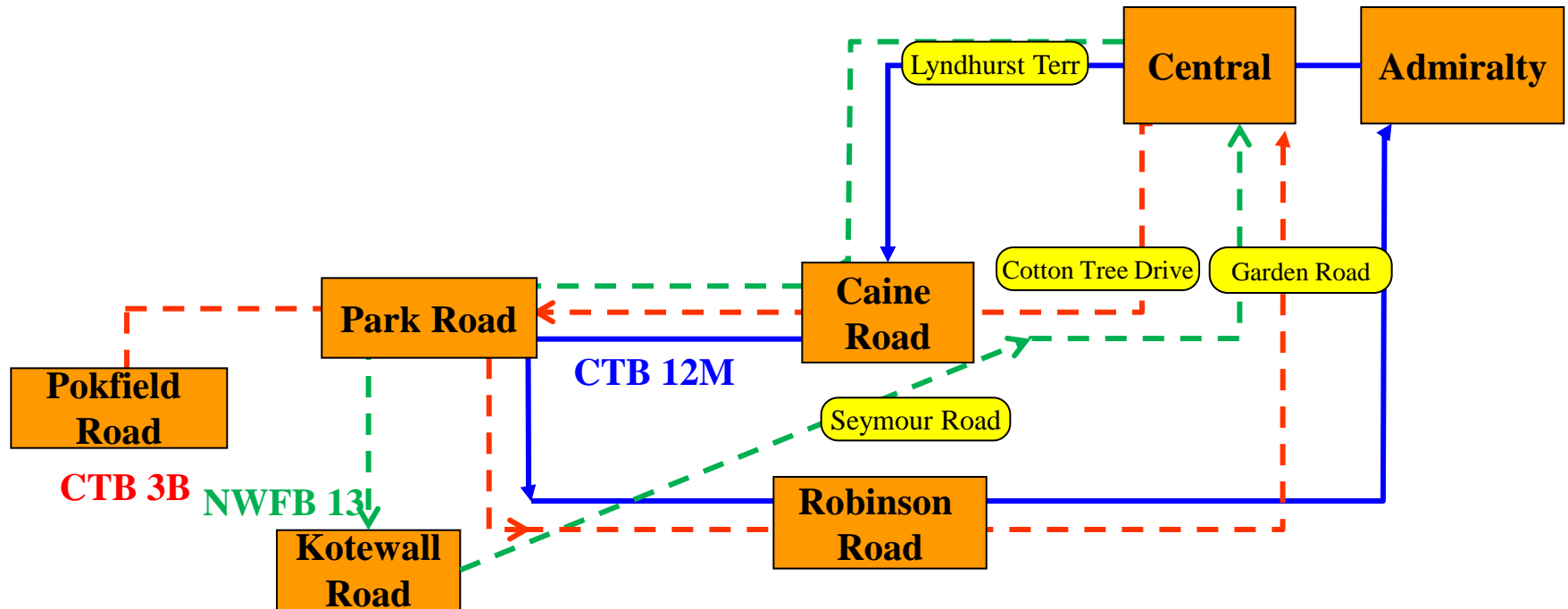
Re-organisation of NWFB 2 & 18



Legend

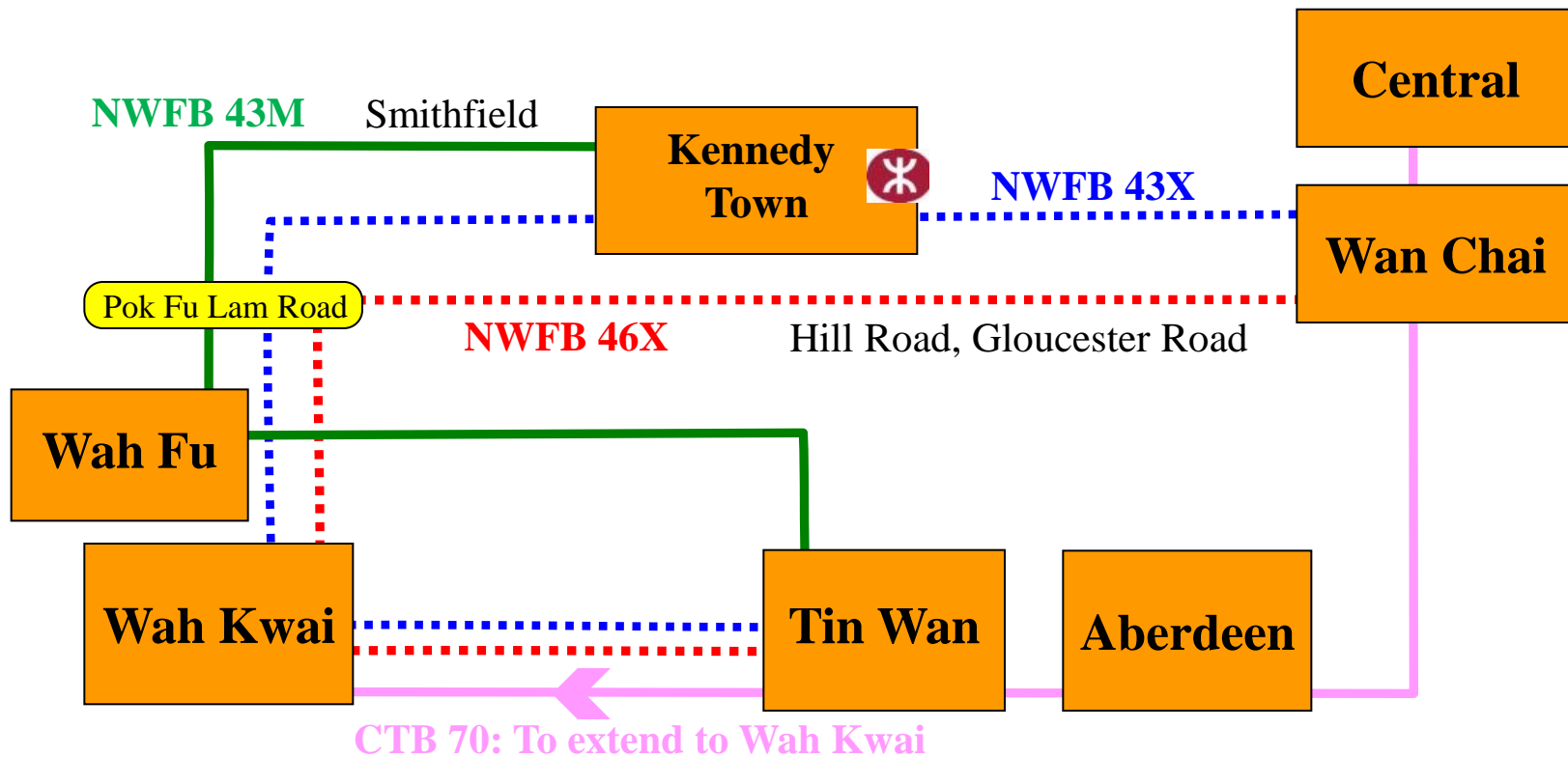
- NWFB 2 [Central (Macau Ferry)-Sai Wan Ho (Grand Promenade)] (To divert via Harbour Road —————)
- NWFB 18P [Kennedy Town (Belcher Bay)-North Point (Healthy Street Central)]
(To divert via Gloucester Road and Causeway Road, omit Victoria Park Road —————)
- NWFB 18 [Kennedy Town (Belcher Bay)-North Point (Healthy Street Central)]
(To amalgamate with NWFB 18P)
- NWFB 18X [Kennedy Town (Belcher Bay)-Shau Kei Wan] (Commissioned on 14 July 2013 —————)

Re-organisation of CTB 3B, 12M & NWFB 13



<u>Legend</u>	
CTB 3B	[Pokfield Road-Central (Man Kat Street Bus Terminus)] (To amalgamate with CTB 12M)
CTB 12M	[Admiralty (Tamar Street)-Park Road (Cir.)] —————
NWFB 13	[Kotewall Road-Central (City Hall)] (To amalgamate with CTB 12M)

Re-organisation of NWFB 43X & 46X (Proposed re-numbered feeder service NWFB 43M)



Legend

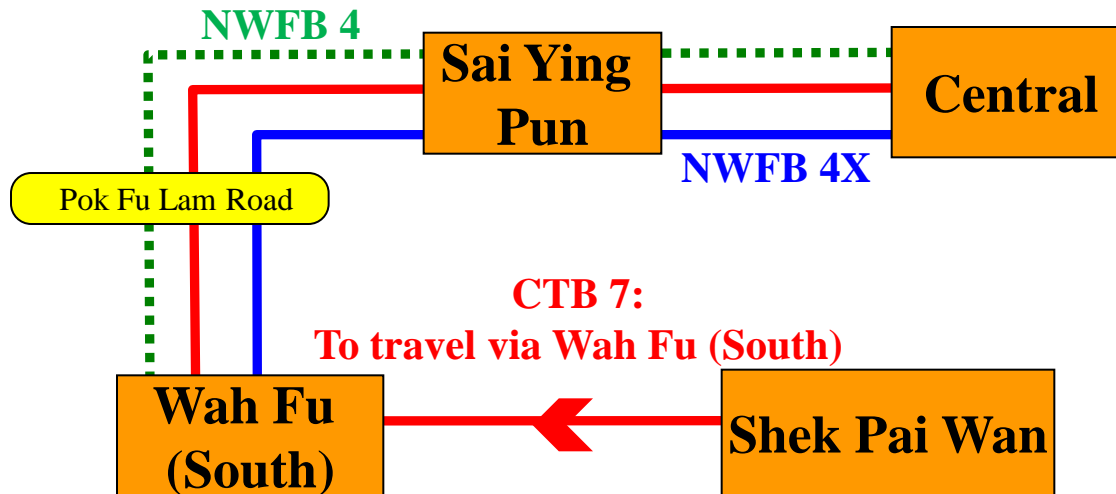
NWFB 43X [Wah Kwai -Wah Chai] (Cir.) (To amalgamate with NWFB 46X)

NWFB 46X [Tin Wan-Wan Chai] (Cir.) (Morning peak only service) (To amalgamate with NWFB 43X)

NWFB 43M [Tin Wan-Kennedy Town] (Cir.) (Proposed re-numbered feeder service ———)

CTB 70 [Aberdeen-Central (Exchange Square)] (To extend to Wah Kwai ———)

Re-organisation of NWFB 4, 4X & CTB 7



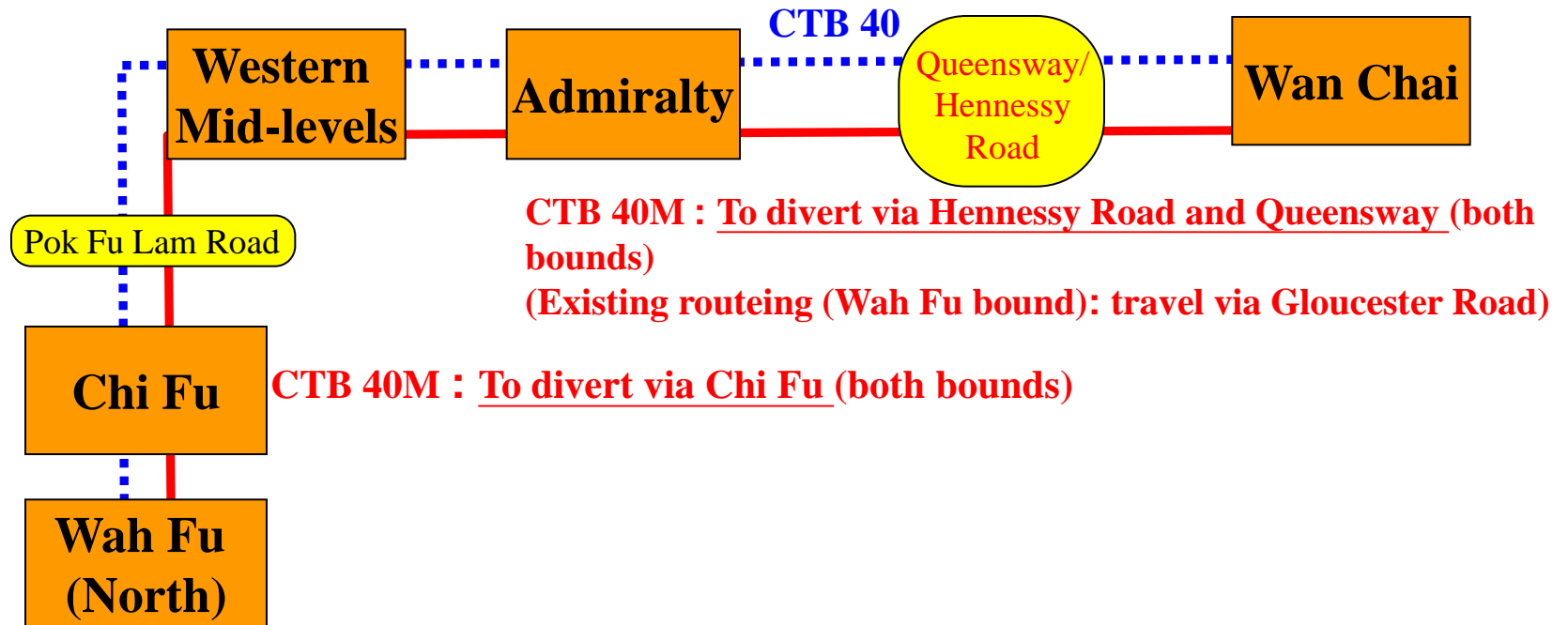
Legend

NWFB 4 [Wah Fu (South)-Central] (To amalgamate with NWFB 4X and CTB 7)

NWFB 4X [Wah Fu (South)-Central (Exchange Square) (Existing routeing —)]

CTB 7 [Shek Pai Wan-Central Ferry] (To travel via Wah Fu (South) —)

Re-organisation of CTB 40 & 40M



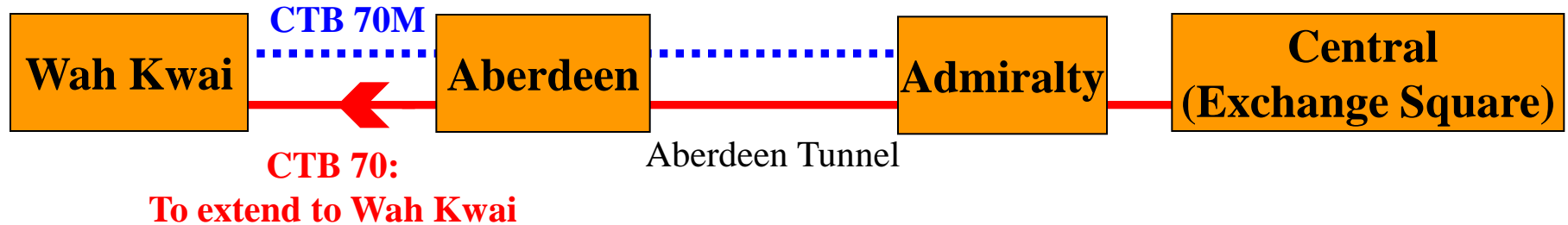
Legend

CTB 40 [Wah Fu (North) –Wan Chai Ferry Pier] **(To amalgamate with CTB 40M**)

CTB 40M [Wah Fu (North) – Admiralty (Central Government Office)]

(To divert via Chi Fu & Hennessy Road/ Queensway (both bounds) ———)

Re-organisation of CTB 70 & 70M

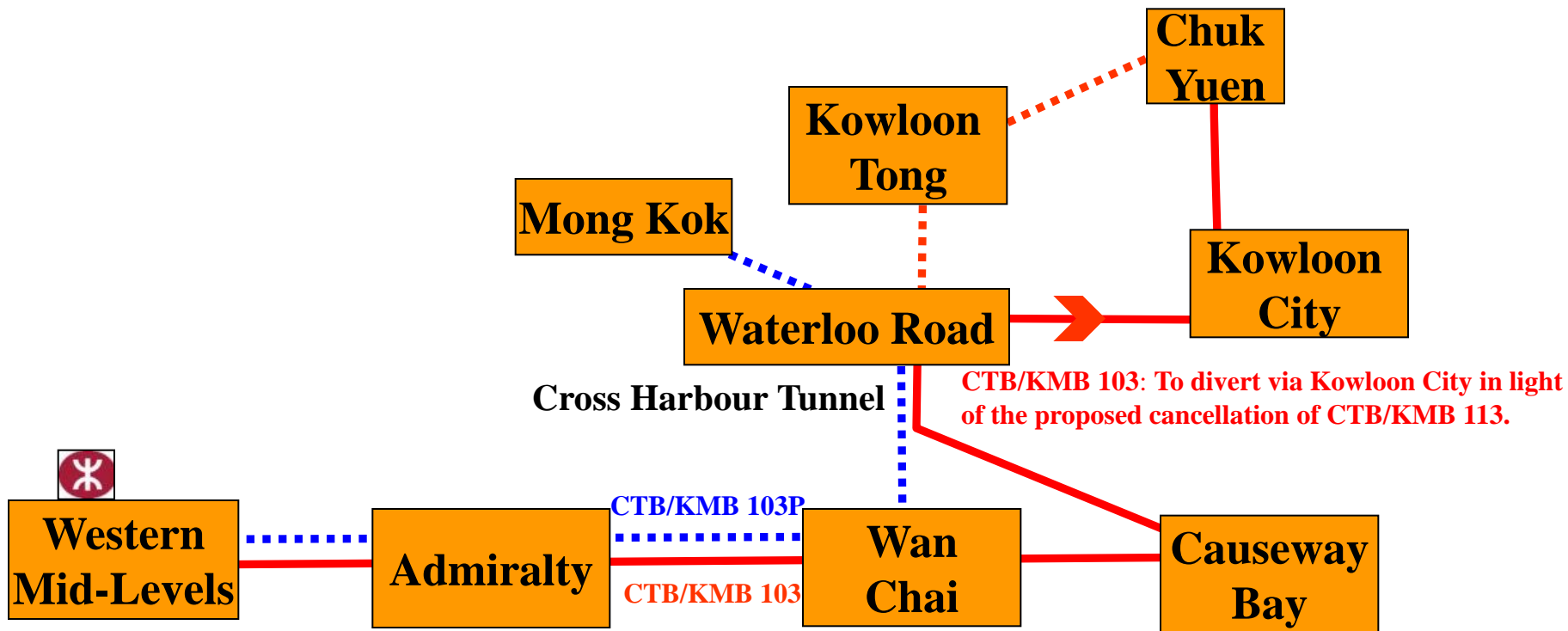


Legend

CTB 70M [Wah Kwai-Admiralty (East)] (Morning peak only service) (To amalgamate with CTB 70)

CTB 70[Aberdeen-Central (Exchange Square)] (To extend to Wah Kwai ———)

Re-organisation of CTB/KMB 103



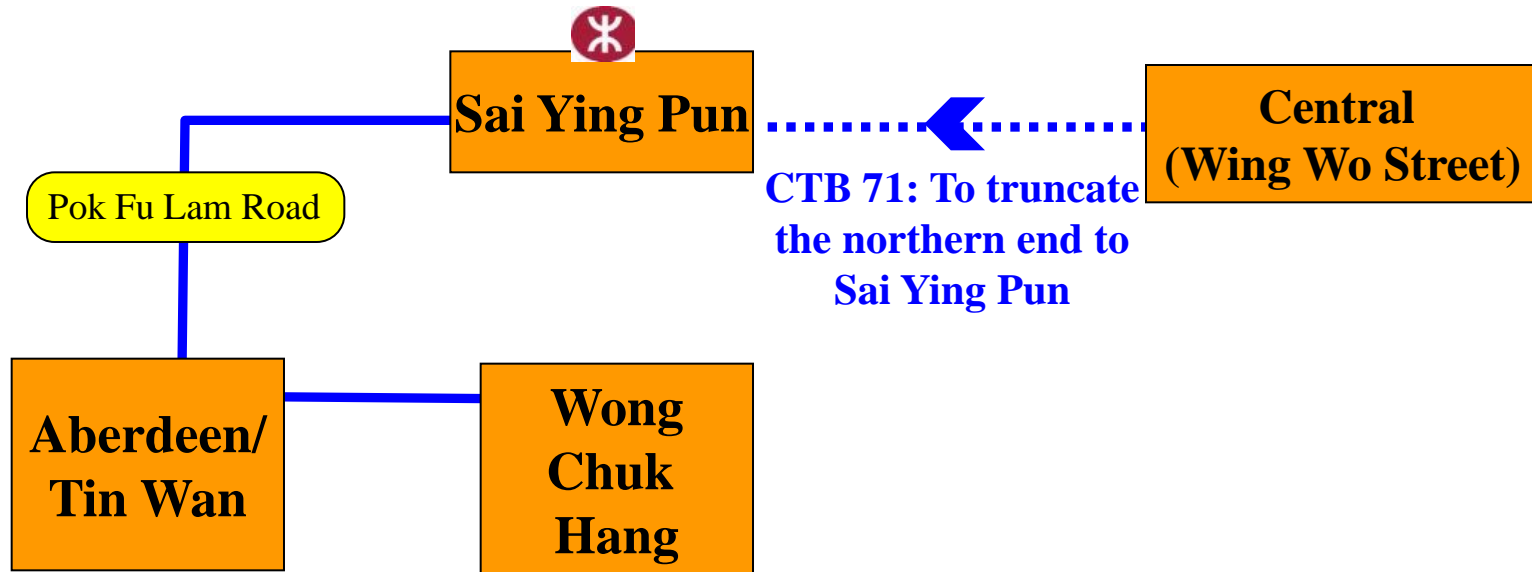
Legend

CTB/KMB 103 [Pokfield Road-Chuk Yuen Estate] (To divert via Kowloon City ———)

CTB/KMB 103P [Pokfield Road-Mong Kok (Yim Po Fong Street)] (2 morning trips
(To amalgamate with CTB/KMB 103))

Re-routeing of CTB 71

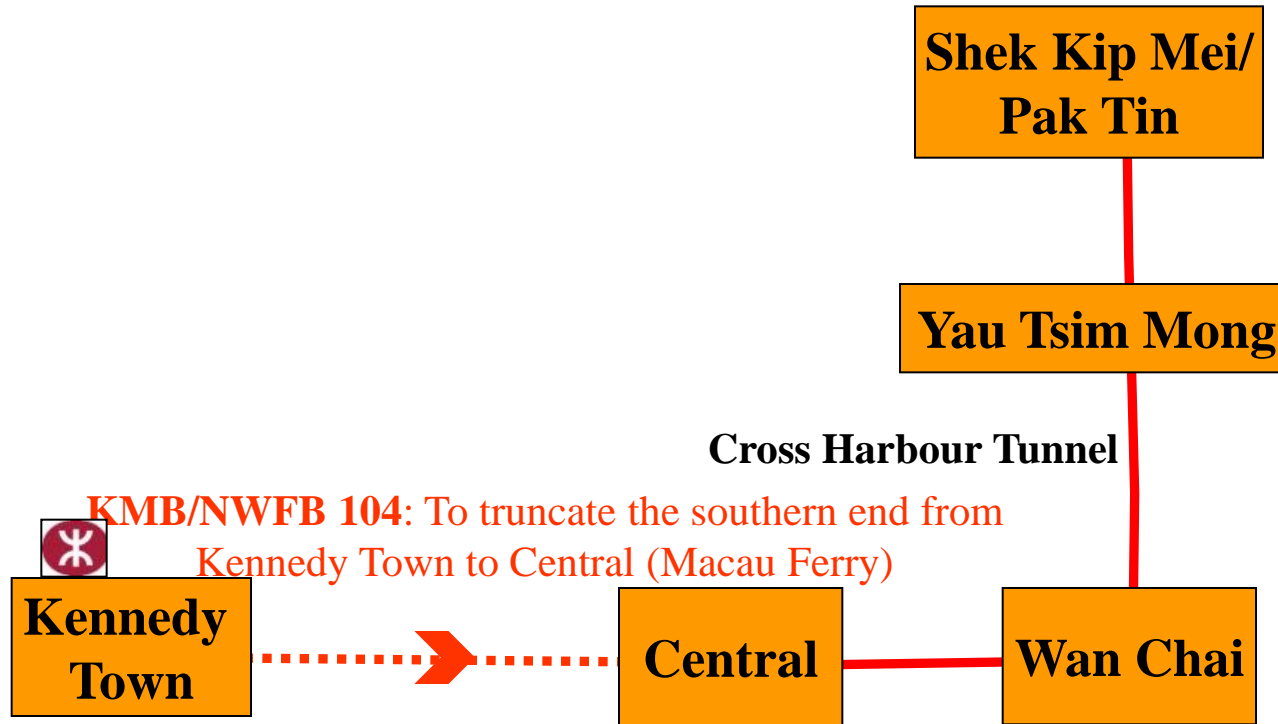
(To tie in with the commissioning of West Island Line)



Legend

CTB 71 [Wong Chuk Hang-Central (Wing Wo Street)](Cir.)
(To truncate the northern end at Sai Ying Pun )

Re-routing of KMB/NWFB 104

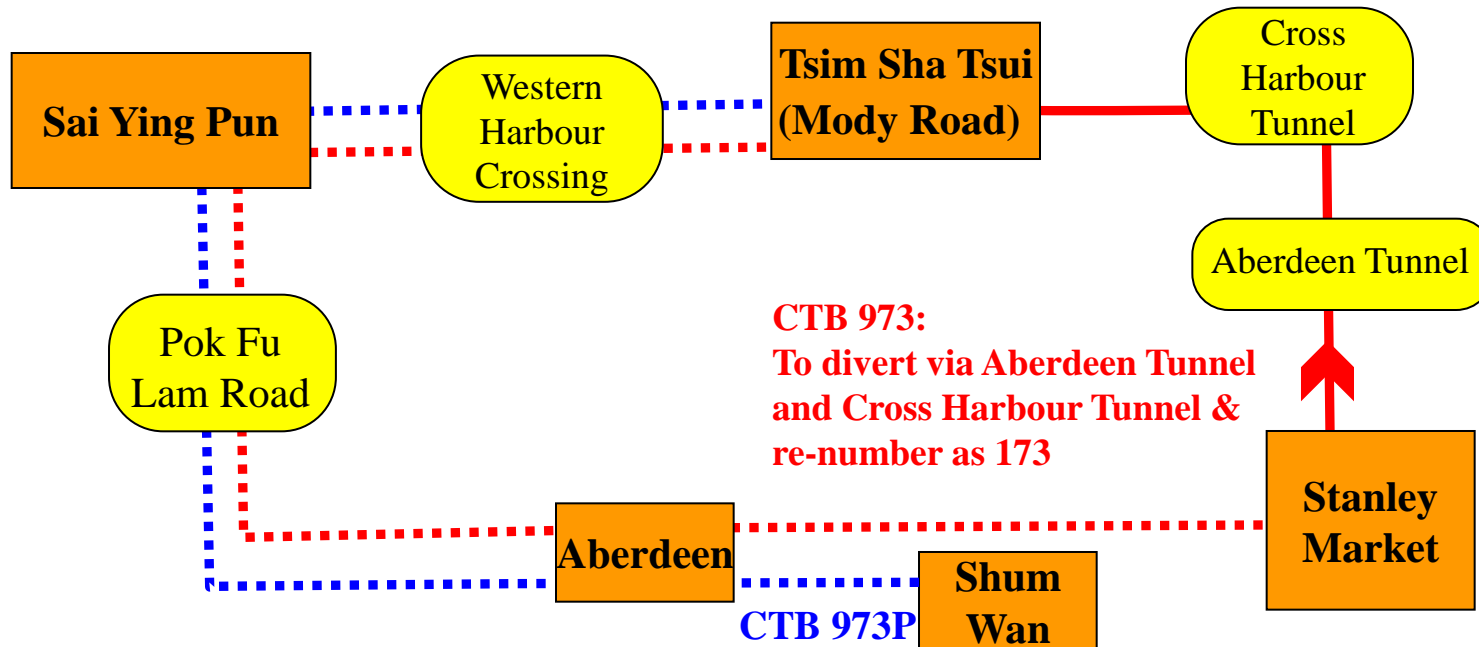


Legend

KMB/NWFB 104 [Kennedy Town-Pak Tin]

(To truncate the southern end from Kennedy Town to Central (Macau Ferry) —)

Re-organisation of CTB 973 & 973P



Legend

CTB 973P [Shum Wan to Tsim Sha Tsui (Mody Road)](Morning peak only service)

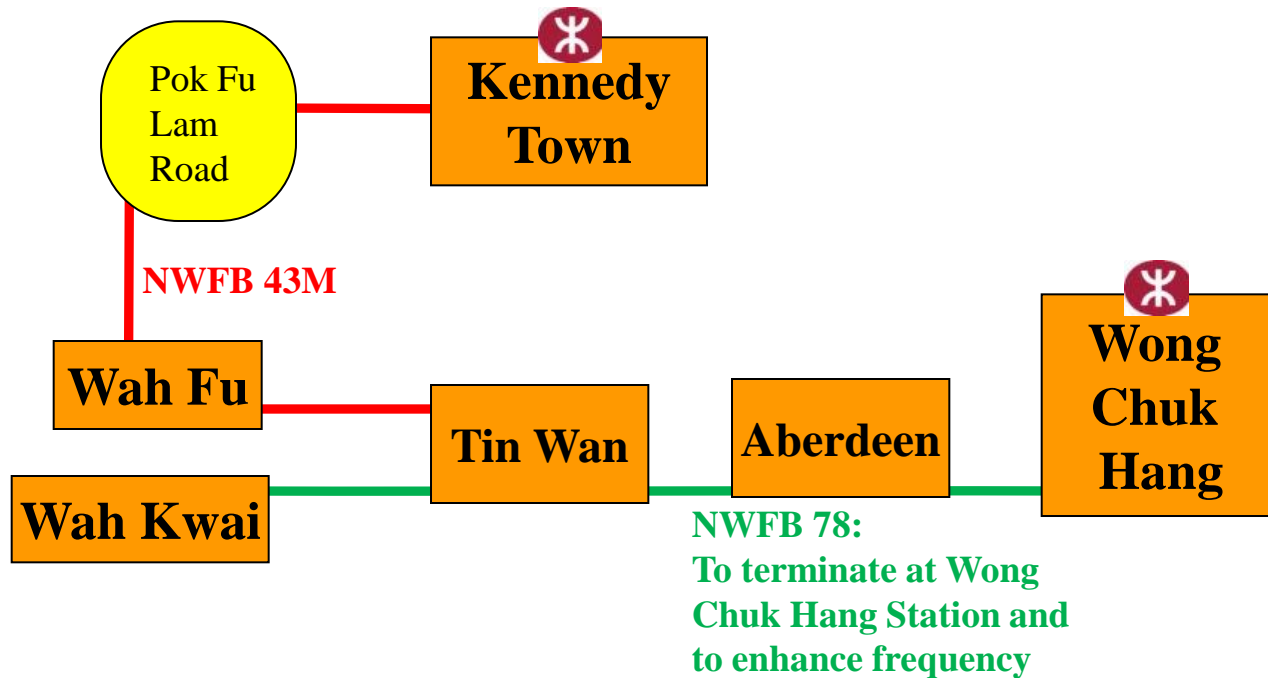
(To amalgamate with CTB 973)

CTB 973 [Stanley Market-Tsim Sha Tsui (Mody Road)]

(Existing routeing)

(To divert via Aberdeen Tunnel and Cross Harbour Tunnel ———)

Re-organisation of NWFB 78 & 43M



Legend

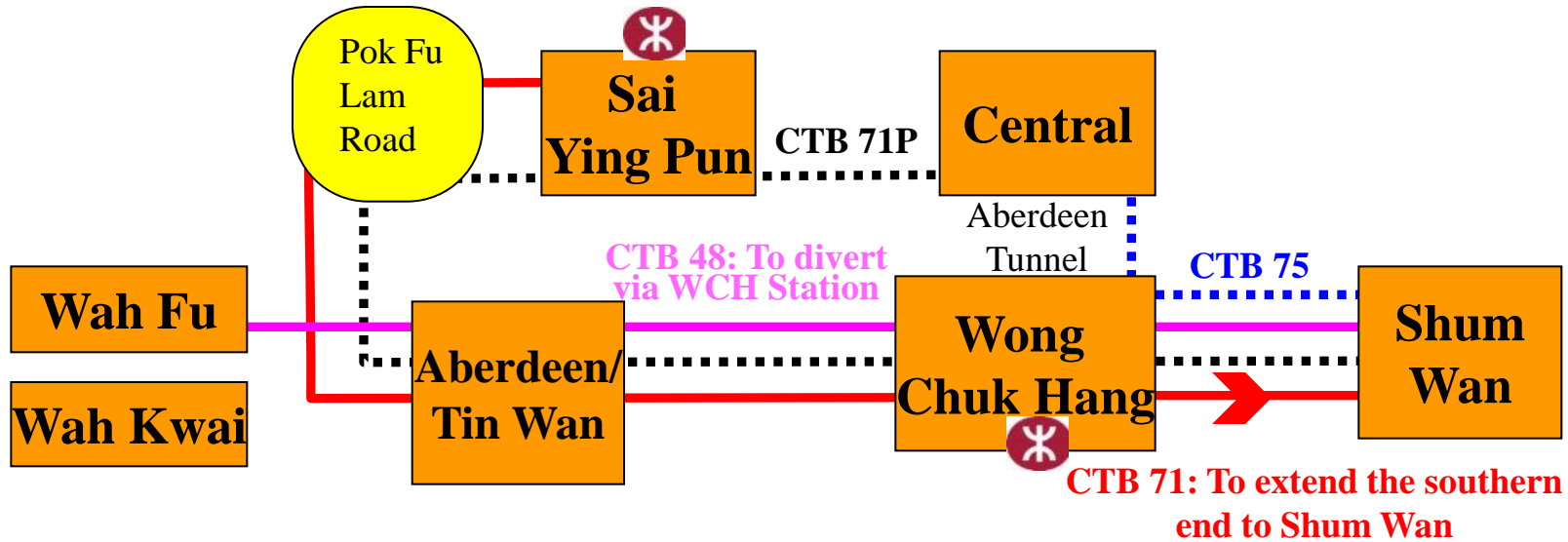
NWFB 43M [Tin Wan – Kennedy Town] (Cir) (Proposed re-numbered feeder service upon the commissioning of WIL)

(Proposed frequency reduction subject to passenger demand ———)

NWFB 78 [Wah Kwai Estate – Wong Chuk Hang] (Cir)

(To terminate at Wong Chuk Hang Station and to enhance frequency subject to passenger demand ———)

Re-organisation of CTB 48, 71 & 75



Legend

CTB 71P [Shum Wan to Central (Ferry Pier)] (To amalgamate with CTB 71)

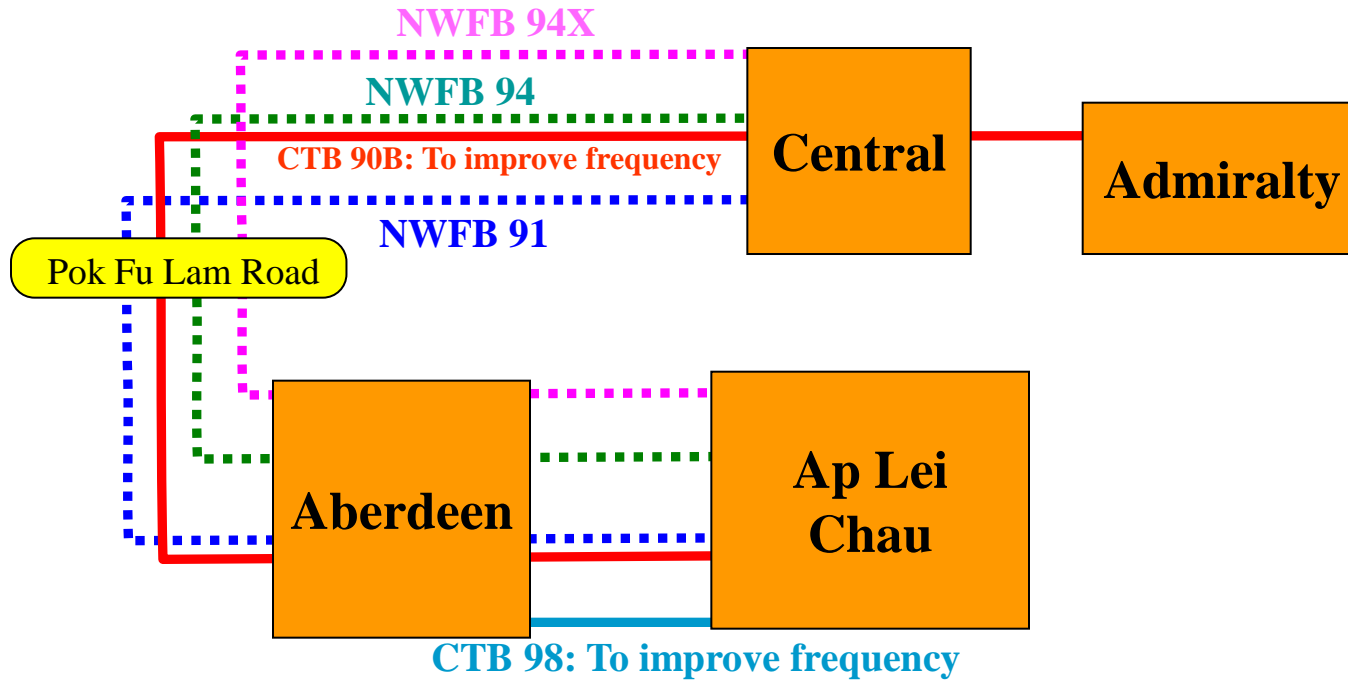
CTB 75 [Shum Wan -Central (Exchange Square)] (To amalgamate with CTB 71

CTB 71 [Wong Chuk Hang-Sai Ying Pun] (Cir.)

(To extend southern end to Shum Wan ———)

CTB 48 [Wah Fu (North)-Shum Wan](Cir.) (To divert via WCH Station ———)

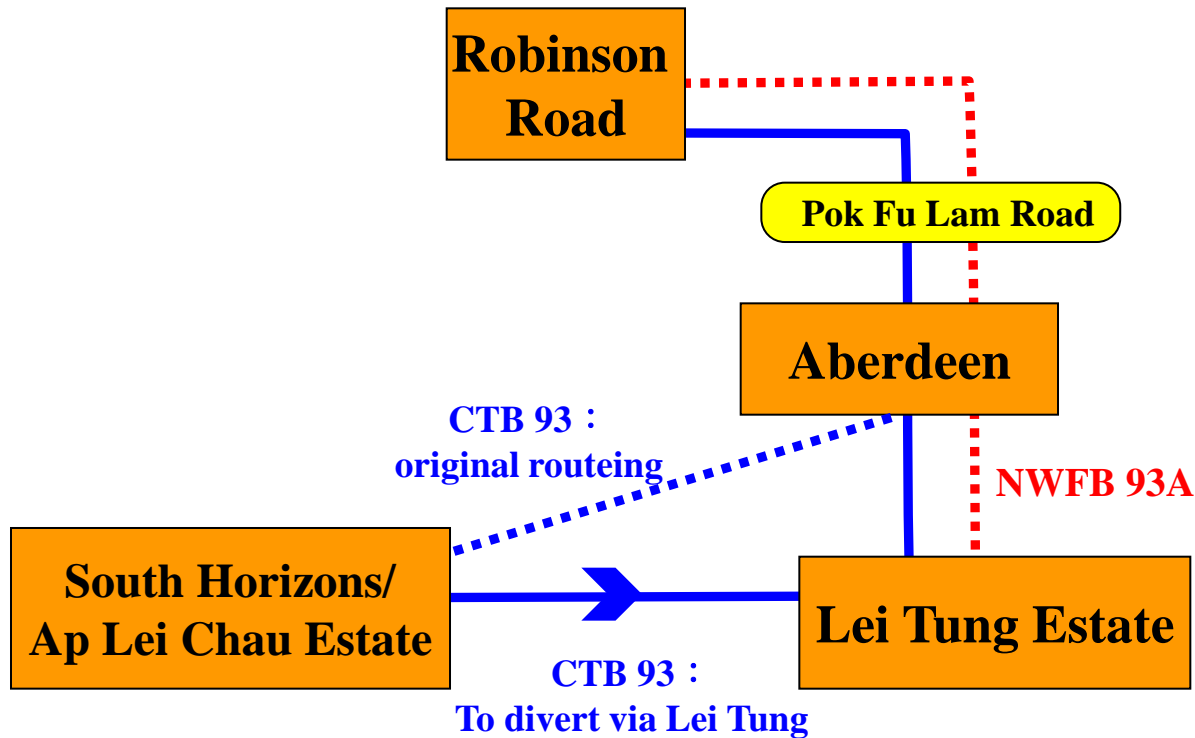
Re-organisation of CTB 90B, 98 & NWFB 91, 94 , 94X



Legend

- CTB 90B [Southern Horizons – Admiralty (East)] (via Ap Lei Chau Bridge Road)
(To improve frequency ———)
- NWFB 91 [Ap Lei Chau Estate – Central (Ferry Piers)] (To amalgamate with 90B)
- NWFB 94 [Lei Tung Estate – Central Ferry Piers]] (Morning peak only service)
(To amalgamate with 90B)
- NWFB 94X [Lei Tung Estate- Central (Exchange Square)] (Morning peak only service)
(To amalgamate with 90B)
- CTB 98 [Lei Tung Estate-Aberdeen (Chengtu Road)] (To improve frequency ———)

Re-organisation of NWFB 93 & 93A



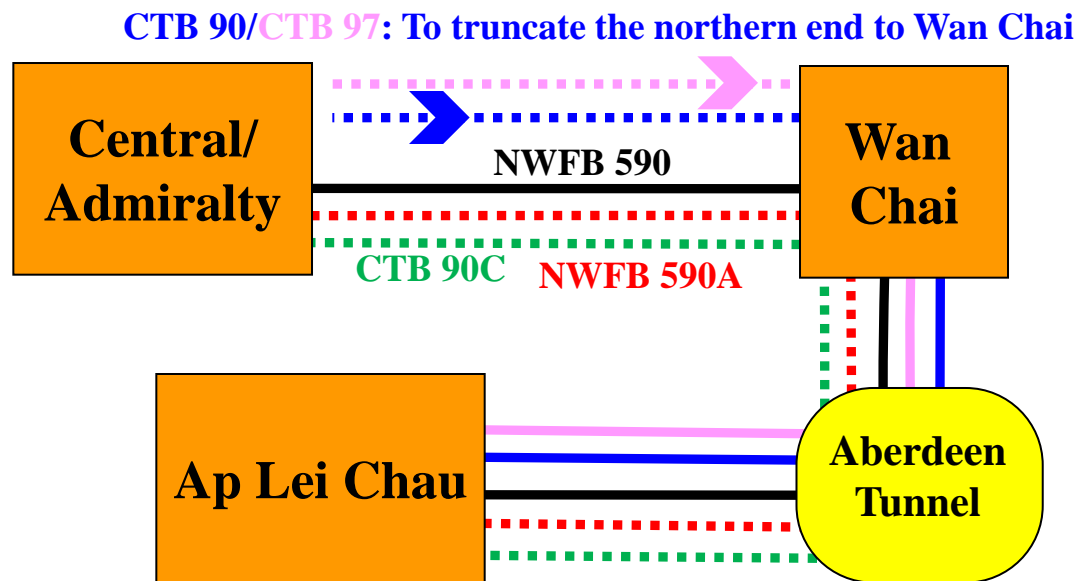
Legend

NWFB 93A [Lei Tung to Robinson Road] (To amalgamate with NWFB 93)

NWFB 93 [South Horizons/ Ap Lei Chau Estate to Robinson Road]

(To divert via Lei Tung Estate ———)

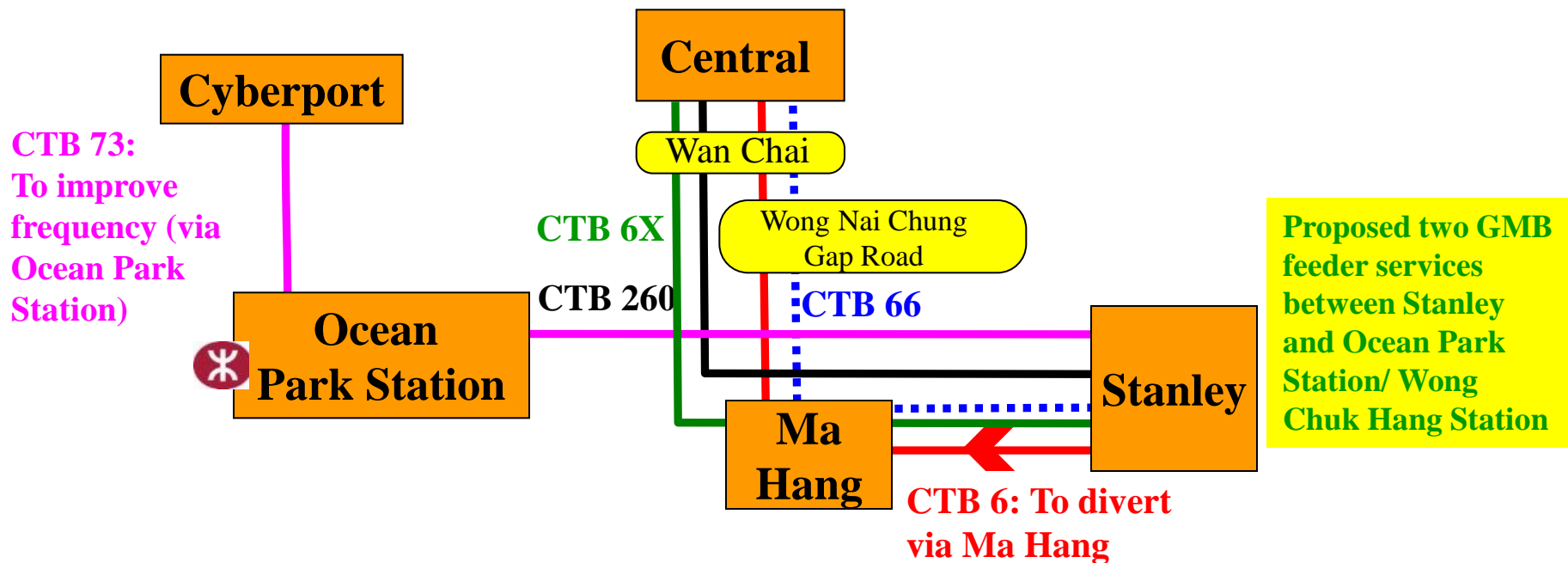
Re-organisation of CTB 90, 90C, 97 & NWFB 590, 590A



Legend

- | | |
|-----------|---|
| CTB 90C | [Ap Lei Chau Estate (Lee Chi Road to Central (Jardine House)) (Morning peak only service) (via Queen's Road East) (To amalgamate with NWFB 590) |
| NWFB 590A | [South Horizons-Admiralty (East)] (To amalgamate with NWFB 590) |
| NWFB 590 | [South Horizons-Central (Exchange Square)] (Existing routeing —) |
| CTB 90 | [Ap Lei Chau Estate-Central (Exchange Square)] (To truncate the northern end to Wan Chai) |
| CTB 97 | [Lei Tung Estate-Central (Exchange Square)] (To truncate the northern end to Wan Chai) |

Re-organisation of CTB 6, 6X, 73, 260 & NWFB 66



Legend

- NWFB 66 [Ma Hang-Central (Exchange Square)] (To amalgamate with CTB 6)
- CTB 6 [Stanley Prison-Central (Exchange Square)] (To divert via Ma Hang ———)
- CTB 6X [Stanley Prison-Central (Exchange Square)]
(Proposed frequency reduction subject to passenger demand ———)
- CTB 73 [Cyberport/ Wah Fu (North)-Stanley Prison] (To enhance frequency ———)
- CTB 260 [Stanley Prison-Central (Exchange Square)] (Double-deck conversion ———)