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24 July 2015

Ms Sophie Lau
Secretariat of the Subcommittee on Matters Relating to Railways
Legislative Council Complex
1 Legislative Council Road
Central, Hong Kong

Dear Ms Lau,

**Operating Situation of Other Public Transport Services upon
the Opening of the West Island Line**

Thank you for your letter dated 9 March 2015. Please find at **Annex** further information on the patronage of public light buses (PLBs), franchised buses and tram before and after the opening of the West Island Line (WIL) as per requested by Members.

WIL comprises three stations, namely Kennedy Town Station, HKU Station and Sai Ying Pun Station. Kennedy Town Station and HKU Station commenced operation on 28 December 2014, while Sai Ying Pun Station commenced operation on 29 March 2015. The impact of WIL on the traffic situation of Pok Fu Lam Road needs to be further observed. The Transport Department (TD) will continue to monitor the situation.

As mentioned in our written reply of 13 February 2015, TD has all along been liaising closely with the relevant public transport operators to coordinate their services in face of possible changes in the supply and demand

of services after the opening of WIL. For franchised buses, TD and franchised bus companies have implemented route rationalisation by phases after consulting the District Councils concerned. As regards PLBs, the Government has introduced three new railway feeder green minibus (GMB) routes connecting Southern District and Kennedy Town Station. Meanwhile, TD has also made ancillary arrangements (such as setting up GMB and red minibus stops) near Kennedy Town Station. As for the tramway, the Hong Kong Tramways Limited (HKT) has already enhanced its short-haul and medium-haul service, such as that from the Western District to Causeway Bay and North Point, as necessary. TD will continue to work closely with HKT and, where necessary, explore measures conducive to improving the operating environment for tramway service now that WIL is in operation.

TD will continue to closely monitor the operation and service level of different public transport services after the opening of WIL, and will make adjustments in accordance with passenger demand.



(Ophelia LUI)

for Secretary for Transport and Housing

c.c. Commissioner for Transport (Attn.: Mr. NG Hon-lai) (Fax: 3528 0564)

**Patronage of green minibuses, franchised buses and tram
before and after the opening of WIL
(as at April 2015)**

Type of public transport services	Average daily patronage before the opening of the 1 st phase of WIL ¹	Average daily patronage after the full opening of WIL ²	Change (in percentage)
Green minibuses ³	69,500	62,200	-11%
Franchised buses ⁴	349,100	256,900	-26%
Tram	197,500	173,100	-12%

¹ This is the average daily patronage in September 2014. The first phase of WIL (i.e. Kennedy Town Station and HKU Station) commenced operation on 28 December 2014. Since public transport services in the Central and Western District on Hong Kong Island were affected by the “Occupy Central” movement in the fourth quarter of 2014, figures in September 2014 are used for reference in this case.

² This is the average daily patronage in April 2015.

³ The operation of red minibuses (RMBs) is flexible. Their routeings are not regulated by TD. Figures on their patronage are not available.

⁴ Franchised bus routes covered include those serving the Western District, Western Mid-levels and parts of the Southern District via the Central and Western District.