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6 January 2017

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

Dear Ms Lau,

Panel on Transport
Subcommittee on Matters Relating to Railways

Your letter of 15 December 2016 is received, which encloses the letter from Hon Tanya Chan requesting the Subcommittee to discuss the public transport reorganisation plan (“reorganisation plan”) for the commissioning of the South Island Line (East) (“SIL(E)”).

2. To tie in with the commissioning of SIL(E), the Transport Department (“TD”) has started its consultation work on the PT plans since July 2013, including consulting the District Council (“DC”) of the affected area. Attached please find the paper for TD to consult the Southern District Council (“SDC”) on the latest reorganisation plan (see **Annex 1**) in May 2016, its letter of December 2016 to the Traffic and Transport Committee of the SDC on the arrangements of feeder services to the railway stations and the supporting transport facilities (see **Annex 2**), and its paper of January 2017 to the Traffic and Transport Committee of the SDC on the overview of the public transport services in the first week after the commissioning of SIL(E) (see **Annex 3**) for Members’ reference. The documents explain the policy rationale and objective in detail, and set out clearly the specific arrangements of the plans.

3. In order to enable the arrangement to meet passengers’ need, and

to minimise the number of passengers affected and the level of impact, TD has conducted surveys on each of the affected bus routes at different periods on weekdays before the commissioning of SIL(E). TD will also collect data on the affected bus routes to analyse the change of demand pattern of passengers after the commissioning of the railway. TD will consider whether there is a need to revise the reorganisation plan by making reference to the data collected (including the average occupancy rate during the peakiest hours of the affected routes) and assessing the operational efficiency and situation of actual passenger demand.¹ Upon completion of the assessment, TD will submit the data and the reorganisation plan, which will be revised having regard to the need, to the Traffic and Transport Committee of the SDC again for consultation. TD plans to implement the arrangement of the reorganisation plan within about six months after the commissioning of the SIL(E). The information to be reported to the SDC will also be submitted to the Transport Panel of the Legislative Council. Since the reorganisation plans in general involve district matter, TD will continue to communicate and follow up with the DC concerned.

Yours sincerely,

(Billy Au)
for Secretary for Transport and Housing

c.c. Commissioner for Transport (Attn. : Miss Rachel Kwan)

¹ In respect of franchised buses, TD and franchised bus companies would make reference to the existing Guidelines on Service Improvement and Reduction in Bus Route Development Programmes in formulating reorganisation arrangements.

TTC Paper No. 14/2016
(for discussion on 23.5.2016)

**Southern District Council
Traffic and Transport Committee**

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

Purpose

The MTR Corporation Limited (“the MTR”) expects that the South Island Line (East) (“the SIL(E)”) will be commissioned at the end of 2016. This paper aims to brief members of the latest revised proposals regarding the public transport re-organisation plan (“the PT Plan”) to tie in with the commissioning of the SIL(E) and to seek their views on the revised PT Plan.

Transport Policy Objective

2. The existing public transport services aim to provide a safe, reliable, efficient and environmentally friendly public transport system which can meet the economic, social and recreational needs of the community on the one hand, and can support sustainable development of Hong Kong on the other. The Government’s policy is to use the railway as the backbone of the public transport system. Franchised bus services will complement railway services by providing feeder services to railway stations and inter-district bus services. For districts without direct railway access, franchised bus services will remain to be the major public transport mode. Other public transport modes will continue to supplement the services provided by the railway and franchised buses.

3. The Transport Department (“the TD”) has been actively co-ordinating different public transport services with a view to enhancing the efficiency of the overall transport network, avoiding wastage due to duplication of transport resources, mitigating traffic congestion and improving roadside air pollution. Prior to the commissioning of new railways, the TD will assess the impact of the new railway projects concerned on other road-based public transport services and devise a number of PT Re-organisation proposals. Under the PT Plan, apart from introducing bus and green minibus (GMB)

services connecting new railway stations and their peripheral areas, the TD will also propose adjustments to bus and GMB services that duplicate with the new railways and suffer substantial drop in patronage, including frequency reduction, route cancellation/amalgamation and route truncation or re-routeing, etc. The vehicles saved will be deployed to routes with higher demand to suitably adjust the service level of other routes and maintain the efficiency of the overall road-based public transport network. The TD will also maintain some alternative transport services so that passengers can still enjoy certain franchised bus and GMB services apart from the railway. Meanwhile, bus and GMB routes which have been rationalised will have less duplication and more direct routeings. The TD will consult the district councils concerned and the relevant stakeholders on the PT Plan and make suitable adjustments subject to the views of the local community before their implementation.

SIL(E)

4. The SIL(E) is a 7-kilometre long medium capacity railway operated under Fully Automatic Operation system. It runs from the existing Admiralty Station to the new station at South Horizons, with intermediate stations at Ocean Park, Wong Chuk Hang and Lei Tung. Its alignment is shown at **Annex 1**. Upon the commissioning of the SIL(E) at the end of 2016, the overall public transport capacity in the Southern District will be significantly enhanced, and residents in the district can choose the more efficient railway service to travel to and from other parts of the territory with much reduced journey time. According to the information provided by the MTR, the journey time between the new South Horizons Station and the Admiralty Station will only be about 11 minutes.

5. In tandem with the construction of the SIL(E), the Government also commissioned the MTR to provide and interchange facilities to facilitate convenient access to the new railway stations. The facilities include :

Ocean Park Station

- (i) new park-and-ride facilities with parking spaces for 71 private cars; and
- (ii) a 23-metre long GMB stopping point at the north of the facilities.

Wong Chuk Hang Station

- (i) two bus bays, one GMB stopping point, one taxi stand and one general vehicle loading and unloading bay outside Entrance A (i.e. Heung Yip Road); and

- (ii) a covered footbridge outside Entrance B (i.e. Nam Long Shan Road) linking with the neighbouring industrial areas.

The locations of the above facilities are shown at **Annex 2**.

6. The travelling pattern of passengers in the district is expected to change upon the commissioning of the SIL(E). Some of the passengers currently taking franchised buses, GMBs or other road-based transport modes to interchange with the MTR system will then be able to reach the new stations directly on foot. Moreover, a number of passengers currently taking road-based transport may switch to railway services for much shorter and reliable journey time. The marked change in passengers' travelling pattern and demand in the district may make it necessary and create more room to re-organise and rationalise the bus and GMB services.

Considerations in devising the PT Plan

7. In devising the PT Plan, the TD has considered a number of factors including:
- (i) the broad transport policy described in paragraph 2 above;
 - (ii) the maintenance of an efficient public transport network by rationalising and improving public transport services as well as enhancing their co-ordination to cope with changes in passengers' needs;
 - (iii) the maintenance of healthy competition among public transport modes so that passengers can have choices;
 - (iv) the maintenance of franchised bus and GMB service networks that are operationally and financially viable;
 - (v) the provision of services and pedestrian facilities for easy access to new railway stations by passengers;
 - (vi) the reduction in road traffic congestion and vehicle emissions for long-term environmental improvement; and
 - (vii) the TD's Guidelines on Service Improvement and Reduction in Bus Route Planning Programme (**Annex 3**).
8. Apart from considering the benefits brought to the local community from the commissioning of the SIL(E) and making reference to the factors described in paragraph 7, the TD will review and rationalise franchised bus and GMB services through "area approach". Under this approach, the overall transport service package

for a district will be considered in a holistic manner so that route rationalisation can achieve the greatest complementary effects. This can deploy resources to routes with genuine needs for service enhancement, thereby benefitting residents of the district as a whole. Since rationalisation proposals are devised by taking into account the overall public transport network of the district, the guidelines set out in **Annex 3** may not be fully applicable to the rationalisation proposals of individual bus routes.

The PT Plan

9. To tie in with the commissioning of the SIL(E), the TD commenced consultation on the PT Plan in July 2013 and presented the revised proposals to members in March 2014. Upon review of the proposals, the TD in conjunction with the bus and GMB operators concerned further revised the re-organisation proposals. The latest revised re-organisation proposals are as follows:

(I) **Feeder services serving the new stations:**

- (i) Introduction of 10 whole-day routes connecting to the new stations (**Annex 4A to 4J**), including:

Connecting Wong Chuk Hang Station

- (1) Citybus (CTB) route no. 48 (Shum Wan / Ocean Park - Wah Fu (North))
- (2) GMB route no. 4M (Aberdeen (Shek Pai Wan) - Wong Chuk Hang Station)
- (3) GMB route no. 5M (Grantham Hospital - Wong Chuk Hang Station)
- (4) GMB route no. 29 (Ap Lei Chau Estate - Shum Wan Road Public Transport Terminus)
- (5) GMB route no. 51B (Tin Wan Estate - Wong Chuk Hang Station)
- (6) GMB route no. 51M (Wah Kwai Estate - Wong Chuk Hang Station)
- (7) GMB route no. 59A (Aberdeen (Tung Sing Road) - Shum Wan Road Public Transport Terminus)
- (8) GMB route no. 69A (Cyberport - Wong Chuk Hang Station)

Connecting Ocean Park Station

- (1) GMB route no. 40M (Stanley (Stanley Prison) - Ocean Park Station)

Connecting Lei Tung Station

- (1) GMB route no. 36M (Ap Lei Chau Praya Road - Ap Lei Chau (Ping Lan Street))

(II) Service re-organisation

Wong Chuk Hang and Shum Wan (Package 1) – Annex 5

- (i) Conversion of CTB route no. 48 into a rail feeder service
- (ii) Cancellation of CTB route no. 71 (Wong Chuk Hang - Central (Wing Wo Street))
- (iii) Shortening the service hours of CTB route no. 75 (Shum Wan - Central (Exchange Square)) to operate during morning and evening peak periods only on weekdays.

Wah Kwai and Tin Wan (Package 2) – Annex 6

- (i) Introduction of two rail feeder routes, and numbering as GMB route no. 51B (Tin Wan Estate – Wong Chuk Hang Station) and no. 51M (Wah Kwai Estate – Wong Chuk Hang Station)
- (ii) Cancellation of New World First Bus (NWFB) route no. 78 (Wong Chuk Hang -Wah Kwai Estate).

Ocean Park (Package 3) – Annex 7

- (i) Cancellation of the services of CTB route no. 629 between Admiralty (West) and Ocean Park and from Ocean Park to Central (Exchange Square), and shortening of operating hours of its services between Central (Star Ferry Pier) and Ocean Park and to operate 5 uni-directional departures to Ocean Park via Central (Exchange Square) and Admiralty (West) in the daily morning session.
- (ii) Cancellation of CTB route nos. 629A (Ocean Park to Central (Exchange Square)) and 629S (Admiralty (West) to Ocean Park (Tai Shue Wan)).

Ap Lei Chau via Pok Fu Lam Road (Package 4) – Annex 8

- (i) Cancellation of NWFB route no. 94 (Lei Tung Estate - Central (Central Ferry Piers)) and NWFB route no. 94X (Lei Tung Estate to Central (Exchange Square)).
- (ii) Relocation of terminating point in Central of NWFB route no. 91 (Ap Lei Chau Estate - Central (Central Ferry Piers)) to Central (Macau Ferry Piers). Re-routeing via Lei Tung Estate in both bounds whole-day and improving its frequency during the morning peak period.

Ap Lei Chau via Aberdeen Tunnel (Package 5) – Annex 9

- (i) Cancellation of CTB route no. 90C (Main Street Ap Lei Chau to Central (Jardine House)) and NWFB route no. 590A (South Horizons – Admiralty (East)).
- (ii) Truncation of CTB route no. 90 (Ap Lei Chau Estate – Central (Exchange Square)) to ply between Ap Lei Chau Estate and Admiralty (East) whole-day, and diverting CTB route no. 90 both bounds via Lei Tung Estate outside the operating hours of CTB route no. 97 to provide bus service to and from Central/ Admiralty for residents of Lei Tung Estate.
- (iii) Shortening the routeing and service hours of CTB route no 97 (Lei Tung Estate - Central (Exchange Square)) to operate between Lei Tung Estate and Admiralty (East) during morning peak period only on weekdays.

Ap Lei Chau to school areas in Western mid-level (Package 6) – Annex 10

- (i) Amalgamation of NWFB route no. 93 (Ap Lei Chau Estate / South Horizons to Robinson Road) with NWFB route no. 93A (Lei Tung Estate to Robinson Road) and re-numbering the route as NWFB route no. 93. Re-routeing via Lei Tung Estate of the two departures of route no. 93 from Ap Lei Chau Estate to Robinson Road and advancing the departure time by 10 minutes.

Ap Lei Chau to Kowloon East via Eastern Harbour Crossing (Package 7) – Annex 11

- (i) Shortening the service hours of Cross Harbour route no. 671 (Ap Lei Chau (Lee Lok Street) – Diamond Hill Station) to operate during morning and evening peak periods only on weekdays and diverting both bounds via Island Eastern Corridor.

Stanley (Package 8) – Annex 12

- (i) Amalgamation of Cross Harbour route no. 973 (Stanley Market – Tsim Sha Tsui (Mody Road)) with Cross Harbour route no. 973P (Shum Wan to Tsim Sha Tsui (Mody Road)) and re-numbering the route as Cross Harbour route no. 973 which will provide whole-day service plying between Stanley Market and Tsim Sha Tsui (Mody Road), with the three Tsim Sha Tsui-bound departures from 6.55 a.m. to 7.42 a.m. from Mondays to Fridays (except public holidays) diverted via Shum Wan Road Public Transport Terminus.
- (ii) Shortening the service hours of NWFB route no. 66 (Stanley (Ma Hang Estate) – Central (Exchange Square)) to operate from 7.00 a.m. to 8.45 a.m. and 4.30 p.m. to 6.20 p.m. from Mondays to Fridays (except public holidays).

(III) Route cancellation (Package 9) – Annex 13

- (i) Cancellation of three routes overlapping with the new railway line, including:
 - (1) CTB route no. 47P (Kennedy Town (Belcher Bay) to Wong Chuk Hang)
 - (2) NWFB route no. 95B (South Horizons - Wong Chuk Hang)
 - (3) CTB route no. 97A (Main Street Ap Lei Chau/ Lei Tung Estate - Shum Wan)

(IV) Frequency adjustment – Annex 14

- (i) Adjustment of frequency of 20 bus routes and 13 GMB routes having regard to change in patronage upon the commissioning of the SIL(E).

Details of the above proposals are appended at Annexes 4 to 14.

Implementation Arrangements

10. To facilitate residents of the district to have easy access to the new railway service, the TD will introduce the ten franchised bus and GMB services as described in paragraph 9(I) above on the first day of the commissioning of the SIL(E). Afterwards, the TD, in conjunction with the franchised bus and GMB companies concerned, will keep in close view any changes in passengers' travelling pattern and demand on the routes affected by the commissioning of the new railway line and implement other

proposals under the PT Plan in phases where necessary. Prior to the implementation of the proposals, the franchised bus and GMB companies concerned will put up notices at termini and en-route stops informing affected passengers of the details of the new services. The TD expects to implement all the proposals under the PT Plan in about six months' time upon the commissioning of the SIL(E).

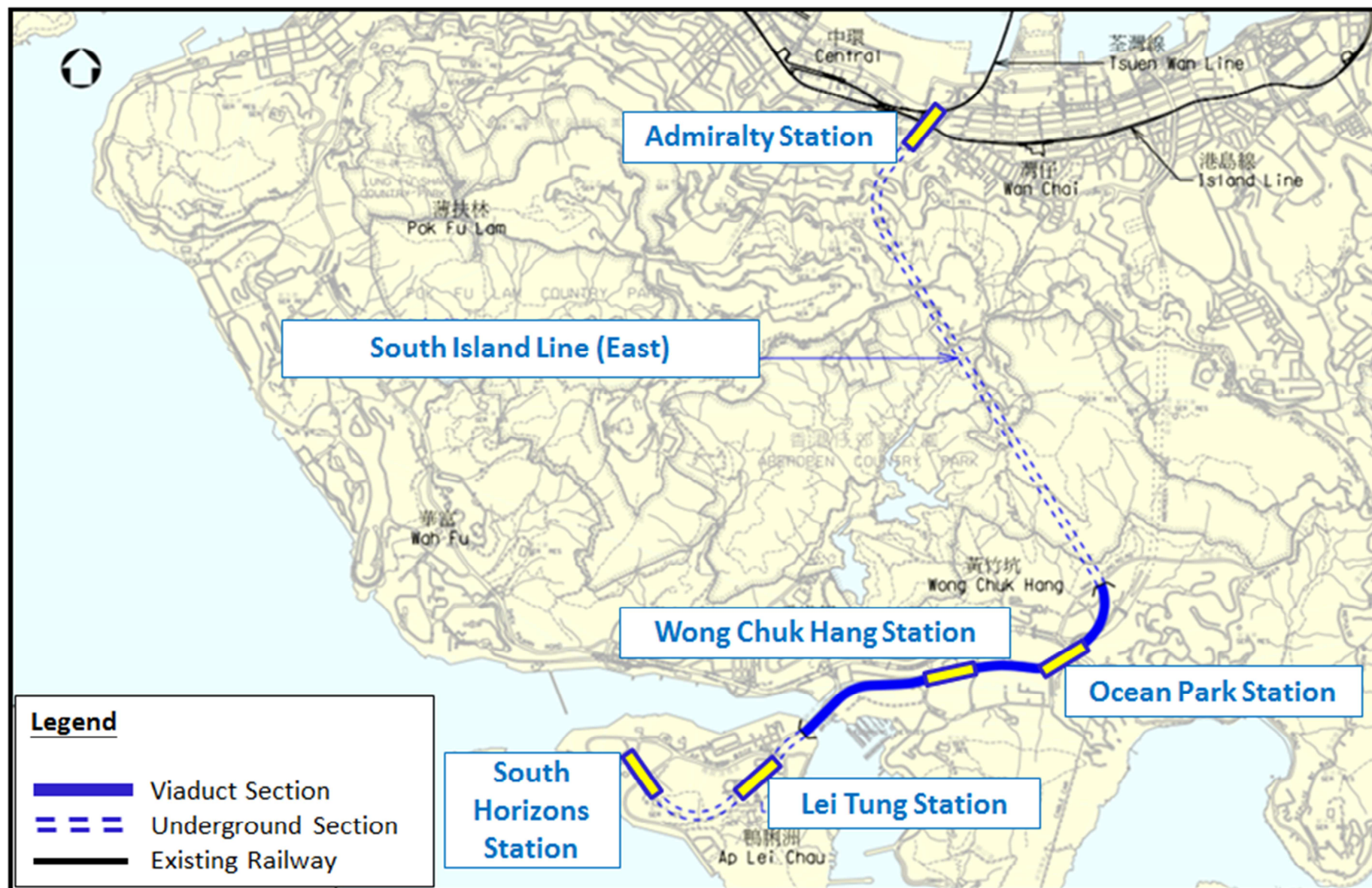
Advice Sought

11. Members are invited to give views on the proposed revised PT Plan as listed in paragraph 9 above and in Annexes 4 to 14.

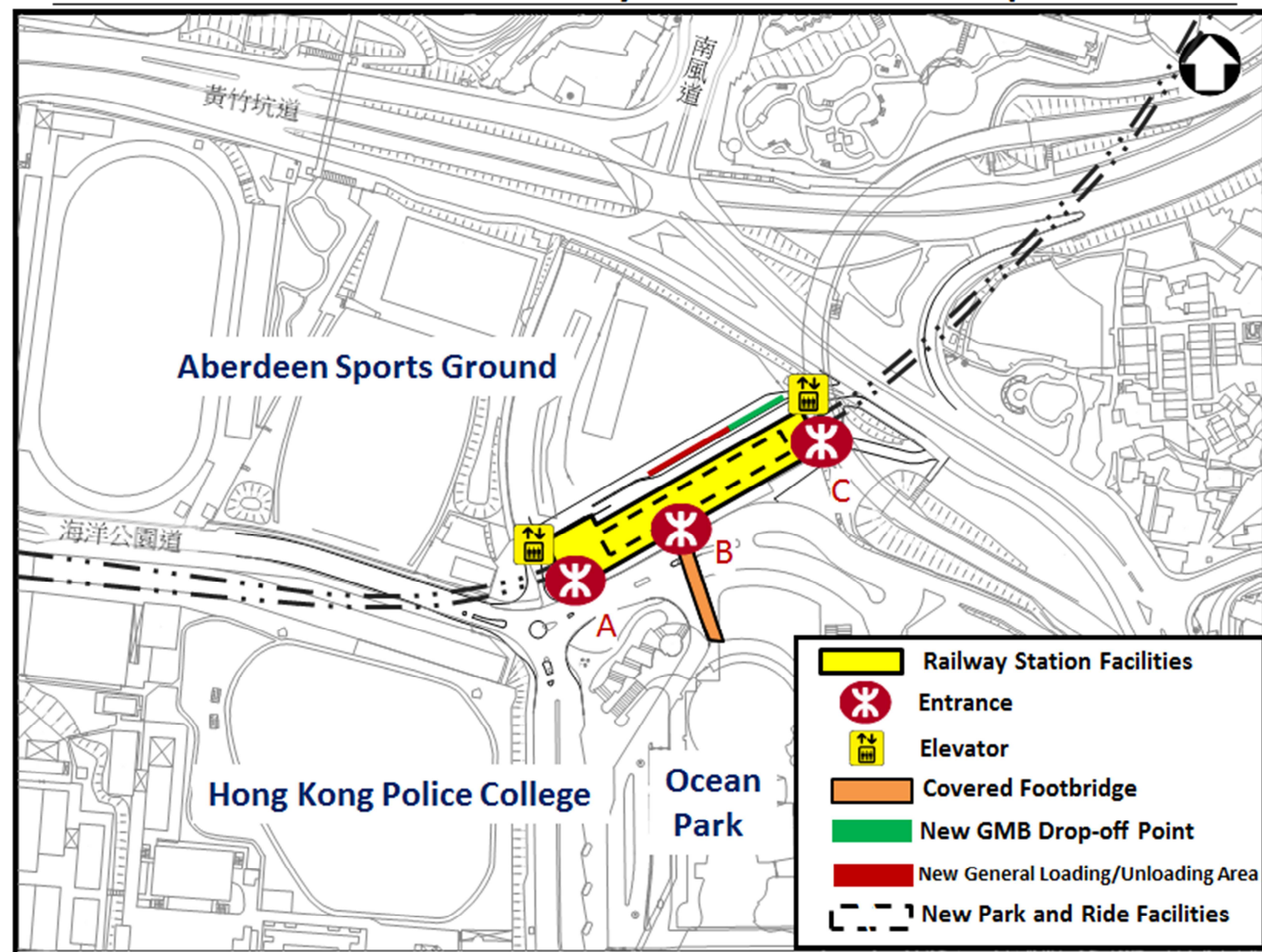
Transport Department

May 2016

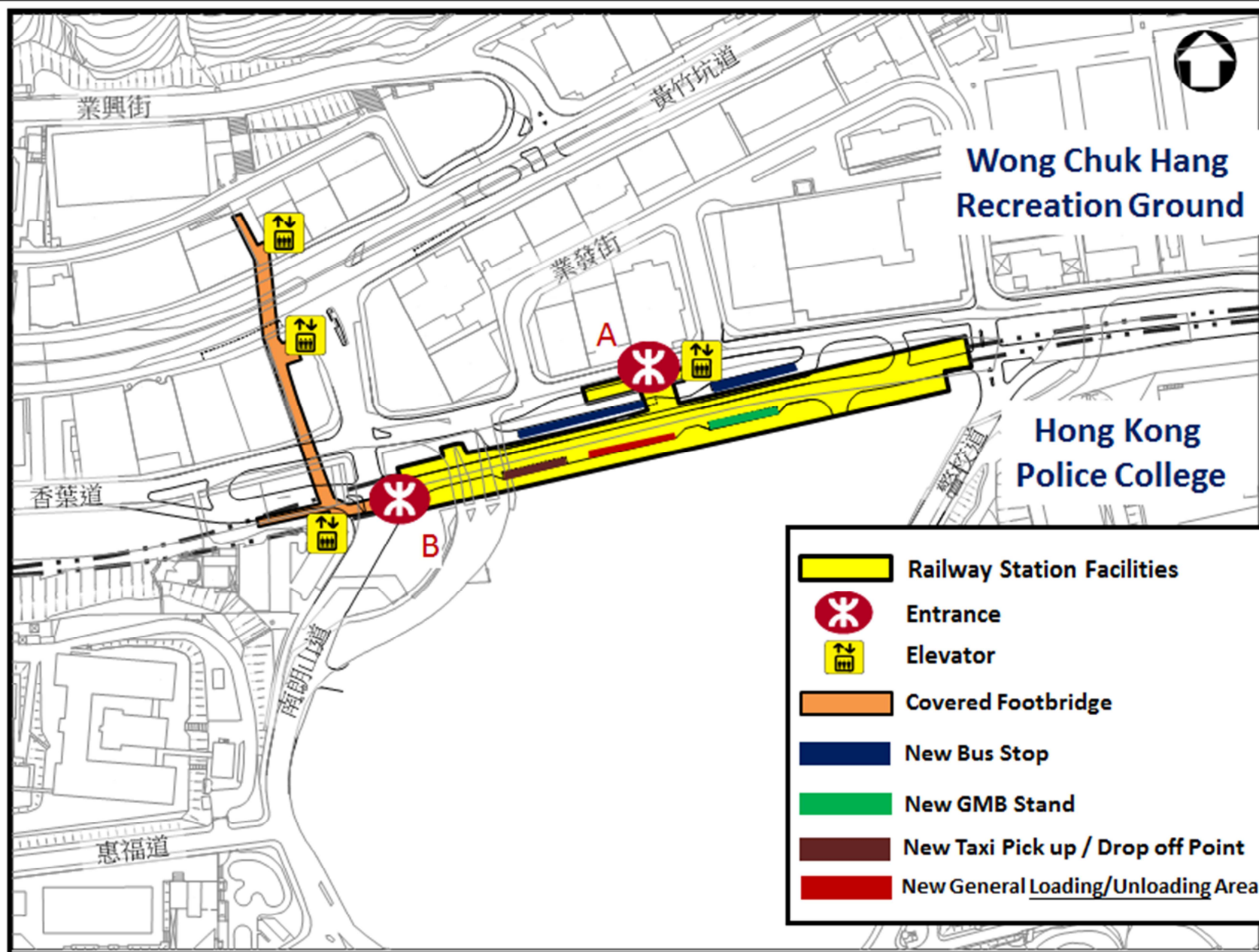
South Island Line (East)



Pedestrian System connecting Ocean Park Station and its Vicinity and New Public Transport Facilities



Pedestrian System connecting with Wong Chuk Hang Station and its Vicinity and New Public Transport Facilities



**Guidelines on Service Improvement and Reduction
in Bus Route Planning Programmes**

Service Enhancement

Basically, major developed areas in the territory are served with at least one bus route and other supplementary transport modes (such as the green minibus). To tie in with demographic changes, we will increase bus frequency in accordance with the existing patronage and passenger demand for bus service or introduce new bus services as appropriate.

(a) Frequency Improvement

2. If the occupancy rate of any bus route reaches 100% during any busiest half-hour of the peak period and 85% during that one hour, or reaches 60% during the busiest one hour of the off-peak period, consideration will be given to the deployment of more vehicles to improve the service level. In increasing the vehicle allocation, priority will be given to redeploying vehicles saved from other rationalisation measures.

(b) Introduction of New Bus Services

3. If the adjustment described in paragraph 2 above is insufficient to meet demand and no practical alternatives are available, we will give consideration to the provision of new services, with priority to serve areas that are beyond the catchment area of railways or railway feeders. In approving any new bus services, we will consider the impact of such services on the traffic conditions of major roads, and should as far as possible refrain from providing long haul bus routes or routes that operate via busy districts such as Mong Kok, Tsim Sha Tsui, Central, Wan Chai and Causeway Bay.

4. To improve the environment, the efficiency of bus operation and traffic congestion, it has been the TD's on-going objective to reduce the number of bus trips along busy corridors and bus stoppings (through route cancellation, amalgamation and truncation, and frequency reduction). If it is inevitable for the new routes or the enhanced services of existing routes to operate via the busy districts, the bus operators will have to reduce the same number of trips plying through the same districts from other routes.

(c) Development of Bus-bus Interchange Schemes

5. We have been working with franchised bus companies to formulate bus-bus interchange schemes at appropriate and feasible locations to enable bus passengers to reach more destinations through interchanging with fare concessions. Such interchange schemes reduce the need for new long haul and direct point-to-point bus service, enable better utilisation of limited road space and bus resources, enhance the efficiency of the overall bus network, and lessen the traffic congestion and environmental problems caused by duplication of bus services.

(d) Improvement of Service Quality

6. In order to improve service quality and meet passenger demand, franchised bus companies have included air-conditioning system, Octopus card payment system, low-floor entrance/exit, environmentally friendly engine and 2x2 seating as standard facilities on their new buses.

Service Reduction

7. For bus routes with low utilisation, we will implement different measures to enhance their efficiency subject to their actual operating performance. Such measures may include adjusting the routeing, headway and service hour, reducing the number of stops, or truncation, amalgamation and cancellation of routes as appropriate.

(a) Frequency Reduction

8. If the average occupancy rate of an individual route is below 85% during the busiest half-hour of the peak period, or below 30% during the off-peak period, consideration will be given to reducing service frequency. However, railway feeder routes, socially essential routes, and routes with peak headway at 15 minutes or more and off-peak headway at 30 minutes or more will be considered on individual merits. In that case, single deck buses may be deployed to replace double deck buses for better utilisation of bus resources and enhancement of the overall efficiency of bus network.

(b) Route Cancellation / Amalgamation

9. If the utilisation of a low-frequency route does not improve (i.e. a bus route with the highest occupancy rate lower than 50%, despite its headways having already been reduced to 15 minutes and 30 minutes during peak hours and off-peak hours respectively), we will consider proposing to cancel the route or amalgamate it with other route(s), after evaluating the impact on passengers and taking into account the alternatives available, including the service levels and fares of the alternatives.

(c) Route Truncation

10. To optimise the use of resources, we will review with relevant bus operators the feasibility of truncating routes, in particular the routes where the majority of passengers will have alighted en-route. In formulating route truncation proposals, the following factors will be taken into account:

- (i) the number of affected passengers should not be excessive. As a reference benchmark, we will examine routes with an occupancy rate of not more than 20% to 30% at the proposed truncation points during the busiest hour;
- (ii) availability of road and kerbside space to accommodate affected passengers who need to interchange for other bus services to their final destinations; and
- (iii) availability of terminal space near the proposed truncation points.

Proposed feeder franchised bus and GMB services serving the new railway stations of the SIL(E)

Proposals

To facilitate residents in the eastern area of the Southern District (i.e. Stanley, Repulse Bay and Deep Water Bay) to access the new **Ocean Park Station**, residents of western area of the Southern District (i.e. Cyberport, Wah Fu Estate, Wah Kwai Estate, Tin Wan, Shek Pai Wan and Aberdeen) and Grantham Hospital to access the new **Wong Chuk Hang Station** and residents of the private housings along Ap Lei Chau Praya Road to access the new **Lei Tung Station** for railway services, it is proposed to introduce the following five GMB routes and re-route one existing franchised bus route and four GMB routes, service details of which are summarised below:

(I) Feeder service to Wong Chuk Hang Station

(1) New Services

(a) GMB route no. 4M

It is proposed to introduce a new whole day short-working service no. 4M under the existing GMB route no. 4C (Aberdeen (Shek Pai Wan) – Causeway Bay (Cannon Street)) to provide feeder service to the new Wong Chuk Hang Station for residents in Shek Pai Wan and Aberdeen. Please see **Annex 4A** attached for service details.

(b) GMB route no. 5M

It is proposed to introduce a new whole day short-working service no. 5M under the existing GMB route no. 5 (Aberdeen (Nam Ning Street) – Causeway Bay (Lockhart Road)) to provide feeder service for passengers plying between Grantham Hospital and the new Wong Chuk Hang Station. Please see **Annex 4B** attached for service details. Meanwhile, the existing special departure of GMB route no. 5 via Grantham Hospital, which operate every 30 minutes between 7 a.m. to 11 a.m. daily, will be cancelled.

(c) GMB route no. 51B

In tandem with the proposed cancellation of NWFB route no. 78 (Wah Kwai Estate – Wong Chuk Hang Estate), it is proposed to introduce a new whole day supplementary service no. 51B under the existing GMB route no. 51 (Tin Wan Estate – Aberdeen) to provide feeder service to the new Wong Chuk Hang Station for residents in Tin Wan and Aberdeen. Please see **Annex 4C** attached for service details.

(d) GMB route no. 51M

In tandem with the proposed cancellation of NWFB route no. 78 (Wah Kwai Estate – Wong Chuk Hang Estate), it is proposed to introduce a new whole day supplementary service no. 51M under the existing GMB route no. 51S (Wah Kwai Estate – Aberdeen) to provide feeder service to the new Wong Chuk Hang Station for residents in Wah Kwai and Aberdeen. Please see **Annex 4D** attached for service details.

(2) Re-routeing

(a) CTB route no. 48

It is proposed to divert both bounds of CTB route no. 48 (Shum Wan – Wah Fu (North)(Circular)) via the new public transport facilities at Wong Chuk Hang Station to provide feeder service to the new Wong Chuk Hang Station for residents in Wah Fu, Tin Wan, Aberdeen and Shum Wan. Please see **Annex 4E** attached for service details.

(b) GMB route no. 29

It is proposed to divert both bounds of GMB route no. 29 (Ap Lei Chau Estate – Shum Wan Road Public Transport Terminus)(Circular) via the new public transport facilities at Wong Chuk Hang Station to provide feeder service to the new Wong Chuk Hang Station for residents in Shum Wan. Please see **Annex 4F** attached for service details.

(c) GMB route no. 59A

It is proposed to introduce special service under the existing GMB route no. 59A (Aberdeen (Tung Sing Road) – Shum Wan Road Public Transport Terminus) every 30 minutes to divert both bounds via the new public transport facilities at Wong Chuk Hang Station to provide feeder service to the new Wong Chuk Hang Station for residents in Shum Wan. Please see

Annex 4G attached for service details.

(d) GMB route no. 69A

It is proposed to extend the routing of GMB route no. 69A (Cyberport – Aberdeen) (Circular) from the existing terminal point at Aberdeen to the new public transport facilities at Wong Chuk Hang Station to provide feeder service to the new Wong Chuk Hang Station for residents in Cyberport, Tin Wan and Aberdeen. Please see **Annex 4H** attached for service details.

(II) Feeder Service to Ocean Park Station

New Service

GMB route no. 40M

It is proposed to introduce a new whole day short-working service no. 40M under the existing GMB route no. 40 (Stanley Village – Causeway Bay) to provide feeder service to the new Ocean Park Station for residents from Stanley to Deep Water Bay. Please see **Annex 4I** attached for service details.

(III) Feeder Service to Lei Tung Station

Re-routeing

GMB route no. 36M

It is proposed to truncate the routing of GMB route no. 36S (Ap Lei Chau Praya Road – Causeway Bay (Lee Garden Road)(Circular)), and to provide whole-day service between Ap Lei Chau Praya Road and Lei Tung Estate/Main Street Ap Lei Chau, and re-number as GMB route no.36M to provide feeder service to the new Lei Tung Station for residents in the private housings along Ap Lei Chau Praya Road such as Larvotto. Please see **Annex 4J** attached for service details.

GMB route no. 4M
(Aberdeen (Shek Pai Wan) – Wong Chuk Hang Station)

Routeing

From Aberdeen (Shek Pai Wan): via Yue Kwong Road, Aberdeen Reservoir Road, *(Lok Yeung Street, Chengtu Road, Nam Ning Street, Fung Tin Street), Aberdeen Main Road, Aberdeen Praya Road, Wong Chuk Hang Road, Nam Long Shan Road, Heung Yip Road and Wong Chuk Hang Station.

From Wong Chuk Hang Station: via Wong Chuk Hang Station, Heung Yip Road, roundabout, Ocean Park Road, Wong Chuk Hang Road, flyover, Wong Chuk Hang Road, Aberdeen Praya Road, flyover, Aberdeen Main Road, Aberdeen Reservoir Road and Yue Kwong Road.

(* omit Lok Yeung Street, Chengtu Road, Nam Ning Street and Fung Tin Street between 7.00 a.m. and 9.00 a.m. from Mondays to Fridays (except public holidays)

Service Hours

From Aberdeen (Shek Pai Wan):

6.00 a.m. to 11.50 p.m. daily

From Wong Chuk Hang Station:

6.10 a.m. to 12.00 midnight daily

Headway

About 10 to 20 minutes

Fare (tentative)

\$4.6

Short-working Supplementary Service (Aberdeen (Nam Ning Street) – Wong Chuk Hang Station)

Routeing

From Aberdeen (Nam Ning Street): via Nam Ning Street, Fung Tin Street, Aberdeen Main Road, Aberdeen Praya Road, Wong Chuk Hang Road, Nam Long Shan Road, Heung Yip Road and Wong Chuk Hang Station.

From Wong Chuk Hang Station: via Wong Chuk Hang Station, Heung Yip Road, roundabout, Ocean Park Road, Wong Chuk Hang Road, flyover, Wong Chuk Hang Road, Aberdeen Praya Road, flyover, Aberdeen Main Road, Lok Yeung Street, Chengtu Road and Nam Ning Street.

Service Hours

From Aberdeen (Nam Ning Street):

7.00 a.m. to 9.00 a.m. daily

From Wong Chuk Hang Station:

7.10 a.m. to 9.10 a.m. daily

(Service will be provided during remaining time periods subject to passenger demand)

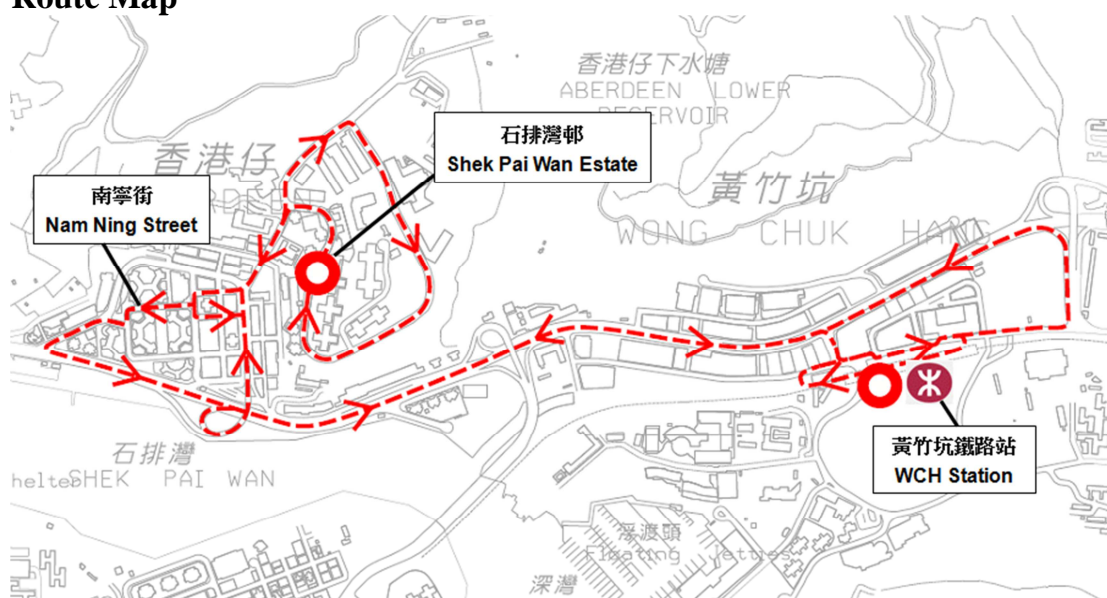
Headway

About 20 minutes

Fare (tentative)

\$4.6

Route Map



GMB route no. 5M
(Grantham Hospital – Wong Chuk Hang Station)

Routeing

From Grantham Hospital: via Grantham Hospital access road, flyover, Ocean Park Road, roundabout, Heung Yip Road and Wong Chuk Hang Station.

From Wong Chuk Hang Station: via Wong Chuk Hang Station, Heung Yip Road, roundabout, Ocean Park Road, flyover and Grantham Hospital access road.

Service Hours

From Grantham Hospital:

8.00 a.m. to 8.00 p.m., Mondays to Fridays (except public holidays)

From Wong Chuk Hang Station:

8.10 a.m. to 8.10 p.m., Mondays to Fridays (except public holidays)

Headway

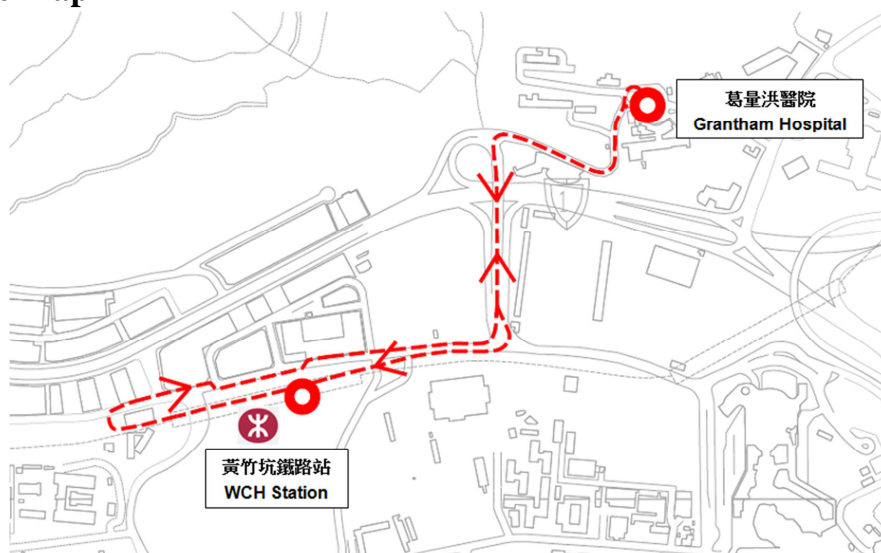
Mondays to Fridays (except public holidays)

15 minutes

Fare (tentative)

\$4.6

Route Map



GMB route no. 51B
(Tin Wan Estate – Wong Chuk Hang Station)

Routeing

From Tin Wan Estate: via Tin Wan Estate access road, Tin Wan Street, Tin Wan Hill Road, Shek Pai Wan Road, Aberdeen Praya Road, Wong Chuk Hang Road, Nam Long Shan Road, Heung Yip Road and Wong Chuk Hang Station.

From Wong Chuk Hang Station: via Wong Chuk Hang Station, Heung Yip Road, Nam Long Shan Road, Wong Chuk Hang Road, Aberdeen Praya Road, flyover, Shek Pai Wan Road, Tin Wan Street and Tin Wan Estate access road.

Service Hours

From Tin Wan Estate:

6.00 a.m. to 11.45 p.m. daily

From Wong Chuk Hang Station:

6.15 a.m. to 12.00 midnight daily

Headway

Mondays to Saturdays (except public holidays)

6 to 12 minutes

Sundays and public holidays

8 to 12 minutes

Fare (tentative)

\$4.6

Route Map



GMB route no. 51M
(Wah Kwai Estate – Wong Chuk Hang Station)

Routeing

From Wah Kwai Estate: via Tin Wan Praya Road, flyover, Shek Pai Wan Road, Aberdeen Praya Road, Wong Chuk Hang Road, Nam Long Shan Road, Heung Yip Road and Wong Chuk Hang Station.

From Wong Chuk Hang Station: via Wong Chuk Hang Station, Heung Yip Road, Nam Long Shan Road, Wong Chuk Hang Road, Aberdeen Praya Road and Tin Wan Praya Road.

Service Hours

From Wah Kwai Estate:

6.00 a.m. to 11.45 p.m. daily

From Wong Chuk Hang Station:

6.15 a.m. to 12.00 midnight daily

Headway

Mondays to Saturdays (except public holidays)

4 to 10 minutes

Sundays and public holidays

6 to 10 minutes

Fare (tentative)

\$4.6

Route Map



CTB route no. 48
(Shum Wan – Wah Fu (North)(Circular))

Routeing

From Shum Wan: via Shum Wan Road, Nam Long Shan Road, Heung Yip Road, Wong Chuk Hang Station, Heung Yip Road, Nam Long Shan Road, Wong Chuk Hang Road, Aberdeen Praya Road, Shek Pai Wan Road, Victoria Road, Wah Hong Street, Wah King Street, Wah Fu Road, Shek Pai Wan Road, Aberdeen Praya Road, Aberdeen Main Road, Wong Chuk Hang Road, Nam Long Shan Road, Heung Yip Road, Wong Chuk Hang Station, Heung Yip Road, Nam Long Shan Road and Shum Wan Road.

Service Hours

5.36 a.m. to 11.41 p.m. daily

Headway

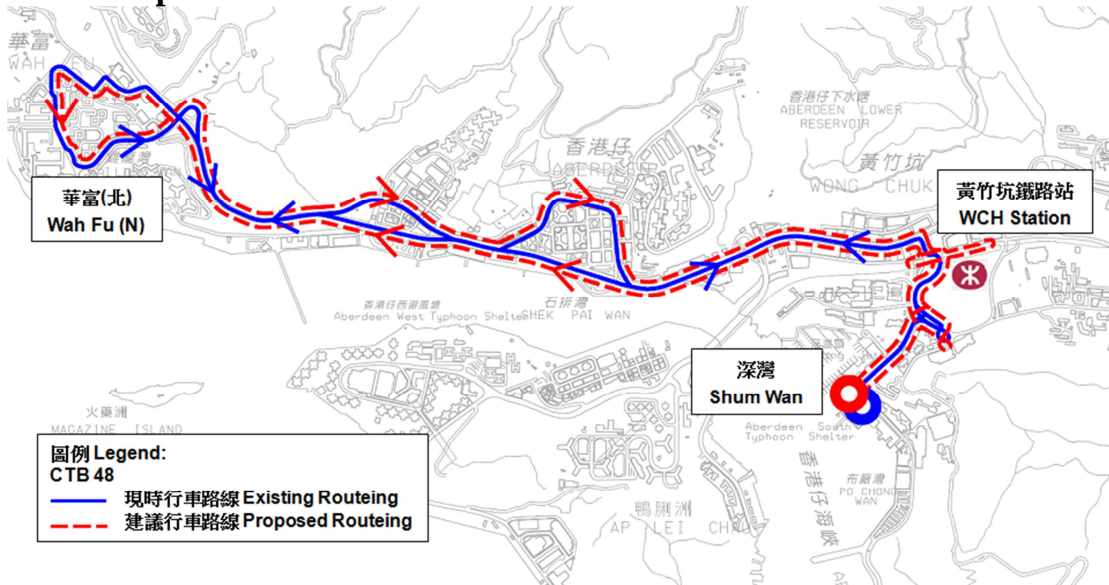
Peak periods: 4 to 16 minutes

Non-peak periods: 12 to 15 minutes

Fare

\$3.0

Route Map



GMB route no. 29

(Ap Lei Chau Estate – Shum Wan Road Public Transport Terminus) (Circular)

Routeing

From Ap Lei Chau Estate: via Ap Lei Chau Bridge Road, Wong Chuk Hang Road, Nam Long Shan Road, Heung Yip Road, Wong Chuk Hang Station, Heung Yip Road, Nam Long Shan Road, Shum Wan Road, Shum Wan Road Public Transport Terminus, Shum Wan Road, Nam Long Shan Road, Heung Yip Road, Wong Chuk Hang Station, Heung Yip Road, Nam Long Shan Road, Wong Chuk Hang Road and Ap Lei Chau Bridge Road.

Service Hours

5.00 a.m. to 11.45 p.m. daily

Headway

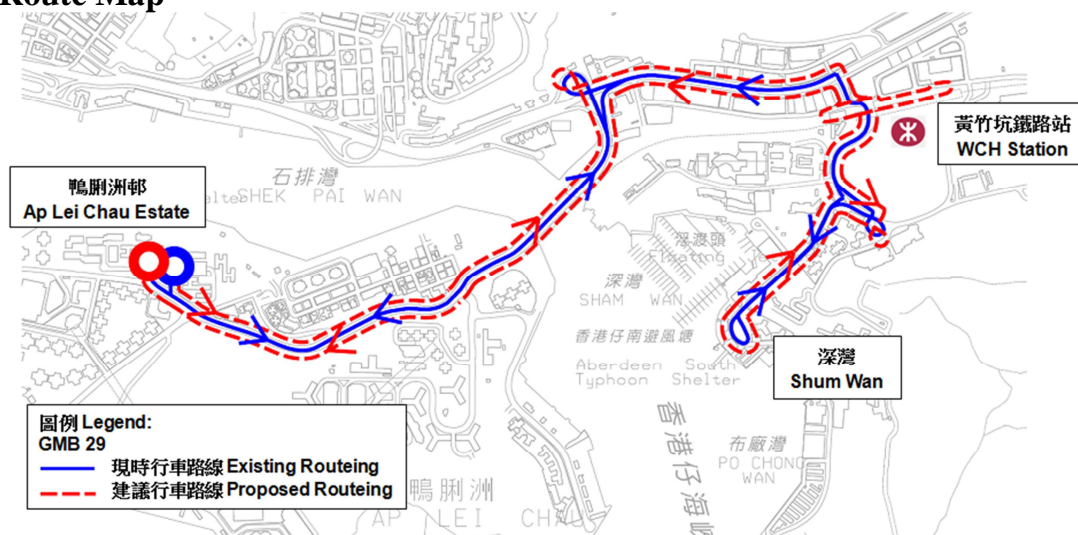
10 to 20 minutes

Fare

\$3.4

\$2.0 (Section fare between Shum Wan and Wong Chuk Hang Station)

Route Map



GMB route no. 59A

(Aberdeen (Tung Sing Road) – Shum Wan Road Public Transport Terminus)

Routeing

From Aberdeen (Tung Sing Road): via Tung Sing Road, Aberdeen Main Road, Wong Chuk Hang Road, Nam Long Shan Road, *(Heung Yip Road, Wong Chuk Hang Station, Heung Yip Road, Nam Long Shan Road) and Shum Wan.

From Shum Wan Road Public Transport Terminus: via Shum Wan Road, Shum Wan Pier Drive, Shum Wan Road, Nam Long Shan Road, *(Heung Yip Road, Wong Chuk Hang Station, Heung Yip Road, Nam Long Shan Road), Wong Chuk Hang Road, Aberdeen Praya Road, flyover, Aberdeen Main Road, Lok Yeung Street, Chengtu Road, Wu Nam Street and Tung Sing Road.

* Special departures travelling via Wong Chuk Hang Station from 6.00 a.m. to 11.30 p.m. daily at every 30 minute interval.

Service Hours

Operates 24 hours daily.

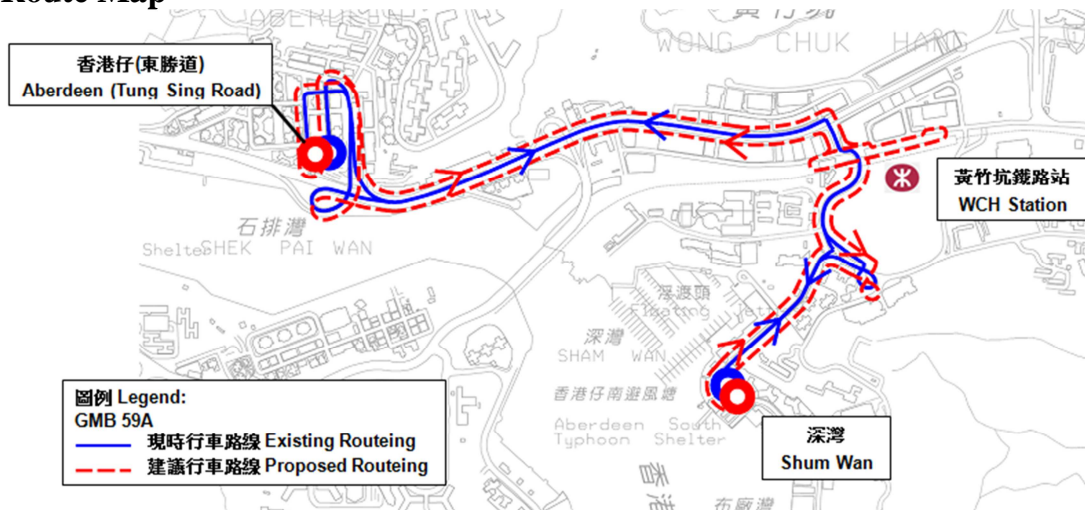
Headway

6 to 15 minutes

Fare

\$3.9

Route Map



GMB route no. 69A
(Cyberport – Wong Chuk Hang Station)

Routeing

From Cyberport: via Information Crescent, Cyberport Road, Victoria Road, Pok Fu Lam Road, Shek Pai Wan Road, Aberdeen Praya Road, Wong Chuk Hang Road, Nam Long Shan Road, Heung Yip Road and Wong Chuk Hang Station.

From Wong Chuk Hang Station: via Wong Chuk Hang Station, Heung Yip Road, U-turn, Heung Yip Road, Nam Long Shan Road, Wong Chuk Hang Road, Aberdeen Praya Road, Shek Pai Wan Road, Pok Fu Lam Road, Victoria Road, Cyberport Road and Information Crescent.

Service Hours

From Cyberport:

Mondays to Saturdays (except public holidays)

7.00 a.m. to 7.00 p.m.

Sundays and public holidays

10.00 a.m. to 5.00 p.m.

From Wong Chuk Hang Station:

Mondays to Saturdays (except public holidays)

7.15 a.m. to 7.15 p.m.

Sundays and public holidays

10.15 a.m. to 5.15 p.m.

Headway

Mondays to Saturdays (except public holidays)

20 minutes

Sundays and public holidays

30 minutes

Fare (tentative)

\$6.0

GMB route no. 40M
(Stanley (Stanley Prison) – Ocean Park Station)

Routing

From Stanley (Stanley Prison): via Tung Tau Wan Road, Stanley Village Road, Carmel Road, Ma Hang Estate Public Transport Interchange, Carmel Road, Cape Road, Chung Hom Kok Road, Repulse Bay Road, Island Road, Wong Chuk Hang Road, Ocean Park Station and Ocean Park Road.

From Ocean Park Station: via Ocean Park Road, roundabout, Ocean Park Road, flyover, Wong Chuk Hang Road, Island Road, Repulse Bay Road, Chung Hom Kok Road, Cape Road, Carmel Road, Stanley Village Road and Tung Tau Wan Road.

Service Hours

From Stanley (Stanley Prison):

6.00 a.m. to 11.10 p.m. daily

From Ocean Park Station:

6.30 a.m. to 11.40 p.m. daily

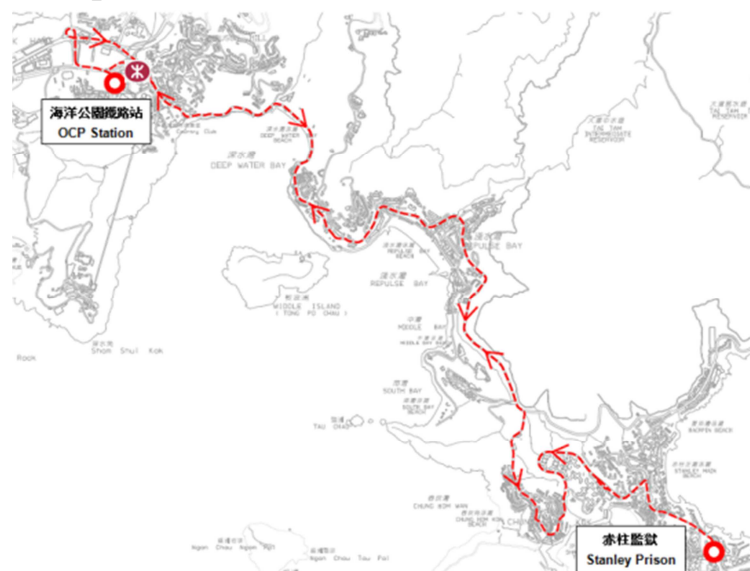
Headway

About 20 to 30 minutes

Fare (tentative)

\$7.3

Route Map



GMB route no. 36M
(Ap Lei Chau Praya Road - Ap Lei Chau (Ping Lan Street)) (Circular)

Routing

From Ap Lei Chau Praya Road: via Ap Lei Chau Praya Road, roundabout, Ap Lei Chau Drive, Lei Tung Estate Road, Lei Tung Station, Ap Lei Chau Drive, Ap Lei Chau Bridge Road, Lee Chi Road, Yuet Hoi Street, Wah Ting Street, Main Street Ap Lei Chau, Ping Lan Street, San Shi Street, Wai Fung Street, Main Street Ap Lei Chau, Lei Tung Station, Lee Chi Road, Ap Lei Chau Bridge Road, Ap Lei Chau Drive and Ap Lei Chau Praya Road.

Service Hours

7.30 a.m. to 11.00 p.m. daily

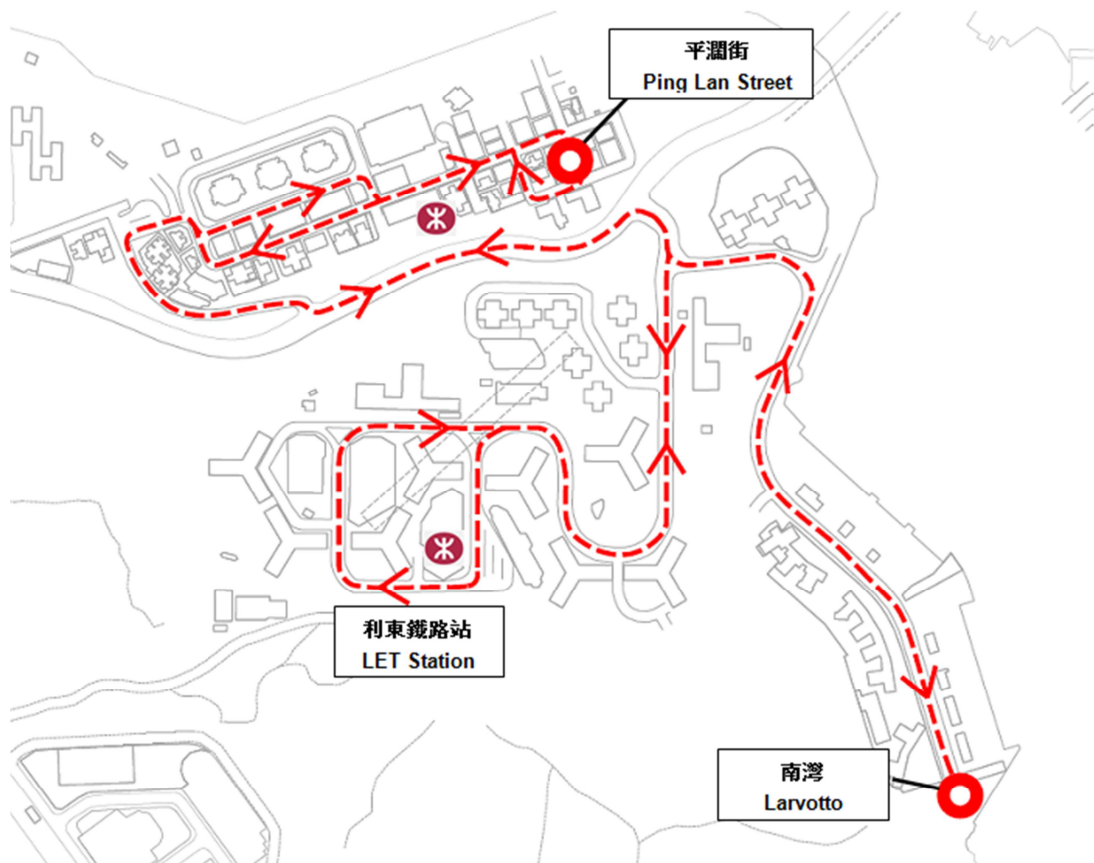
Headway

25 minutes

Fare (tentative)

\$5.0

Route Map



Bus Service Re-organisation Proposal
(Package 1)

Area : **Wong Chuk Hang and Shum Wan**

Routes : **CTB route no. 48 (Shum Wan/Ocean Park – Wah Fu(North) (Circular)**

involved **CTB route no. 71 (Wong Chuk Hang – Central (Wing Wo Street))(Circular)**

CTB route no. 75 (Shum Wan – Central (Exchange Square)

Background

1. Upon the commissioning of the SIL(E), it is anticipated that some of the residents currently using bus services plying between the northern shore of the Hong Kong Island or other destinations will switch to more convenient and speedy railway service via Wong Chuk Hang Station, resulting in a drop in patronage of buses serving Wong Chuk Hang and Shum Wan. In this connection, the TD and the bus companies consider it necessary to re-organise the bus routes affected including CTB route nos. 48, 71 and 75. **Annex 5(1)** summarises the existing service details and passenger demand patterns of the three routes.

Proposed Arrangements

CTB route no. 48: Conversion into a rail feeder service

2. CTB route no. 48 is an internal route in Southern district, connecting Shum Wan and Wong Chuk Hang with Aberdeen, Tin Wan and Wah Fu. Upon the commissioning of the SIL(E), the route can be strengthened and converted into a rail feeder service to carry passengers in Aberdeen, Tin Wan, Wah Fu and Shum Wan to Wong Chuk Hang Station for interchanging with railway service. It is expected that this route will have enough capacity to accommodate passengers travelling to Wong Chuk Hang Station for interchanging with railway service. It is therefore proposed to adjust its routeing whole-day starting from the commissioning date of the SIL(E), with both bounds diverted via Wong Chuk Hang Station and an en-route stop provided at the new public transport facilities outside Entrance A of the station.

CTB route no. 71: Route cancellation

3. CTB route no. 71 mainly provides bus service to residents in Wong Chuk Hang and Aberdeen plying between Pok Fu Lam and the Central and Western district. Upon the commissioning of the SIL(E), it is anticipated some passengers (about 25%) who now take the route to travel between Wong Chuk Hang and the Central and Western district (between HKU Station and Central Station) will switch to railway service. Moreover, its routeing between

Annex 5

Aberdeen, Pok Fu Lam Road and Central and Western district overlaps with that of CTB route nos. 7 and 90B and NWFB route no. 91. The remaining passengers may also choose these bus routes. In this connection, it is proposed to cancel this route upon the commissioning of the SIL(E).

4. In tandem with the proposed cancellation of CTB route no. 71, it is proposed to concurrently improve the frequency of CTB route no. 7 (Shek Pai Wan – Central Ferry Piers) and NWFB route no. 91 (Ap Lei Chau Estate – Central (Macau Ferry Pier)) to serve affected passengers. A list of alternative services available to affected passengers of CTB route no. 71 is appended at Table 1.

**Table 1 – Alternative services available to affected passengers of
CTB route no. 71**

| Affected Passengers | Alternative Services | | | | |
|---|--|----------------------------|-----------------------------|----------------------------------|-------------------------------|
| | Transport Modes | Fares | Differences | Journey Time | Differences |
| Wong Chuk Hang < > Central and Western district (HKU/Sai Ying Pun/Sheung Wan/Central) | MTR | \$5.5 to \$7.5* (estimate) | +\$0.2 to +\$2.2 (estimate) | About 8 to 15 minutes (estimate) | -22 to -30 minutes (estimate) |
| | CTB route no. 71P | \$5.3 | Same | About 30 to 45 minutes | Similar |
| | CTB route no.48 and interchange with CTB route nos. 7 and 90B or NWFB route no. 91 | \$5.3 to \$5.8 | Same to +\$0.5 | About 30 to 45 minutes | Similar |
| Aberdeen < > Central and Western district (HKU/Sai Ying Pun/Sheung Wan/Central) | CTB route nos. 7, 71P and 90B or NWFB route no. 91 | \$5.3 to \$5.8 | Same to +\$0.5 | About 25 to 40 minutes | Similar |
| Wong Chuk Hang < > Aberdeen/ Wah Fu | CTB route no. 48 | \$3.0 | -\$2.3 to same | About 5 to 10 minutes | Similar |
| Wong Chuk Hang < > Pok Fu Lam (Between Wah Fu and HKU) | CTB route no.48 and interchange with CTB route nos. 7 and 90B or NWFB route no. 91 | \$4.2 to \$5.8 | Same to +\$0.5 | About 20 to 30 minutes | Similar |

* This is the estimated fare for the SIL(E). The actual fare will be subject to future announcement by the MTR.

CTB route no. 75: Shortening of service hours

5. CTB route no. 75 mainly provides bus service to residents in Shum Wan and Wong Chuk Hang to and from Central, Admiralty and Wan Chai via Aberdeen Tunnel. Passenger demand for this route mainly falls within the morning and evening peak periods, with the number of passengers plying between Shum Wan/Wong Chuk Hang and the Central district during the morning peak period and going from Central to Shum Wan/Wong Chuk Hang during the evening peak period accounting for about 45% of the total daily patronage. The average hourly occupancy rate of the route during peak periods is about 60%, and the passenger demand during non-peak period is very low, accounting for only about 25%.

6. At present, residents in Shum Wan and Wong Chuk Hang can choose CTB route nos. 75 (Shum Wan – Central (Exchange Square)) and 72A (Shum Wan – Causeway Bay (Moreton Terrace)) to travel to the northern shore of the Hong Kong Island. Upon the commissioning of the SIL(E), it is anticipated that a majority number of passengers who now take route no. 75 to ply between Shum Wan/Wong Chuk Hang and Central/Admiralty/Wan Chai (West) will switch to railway service, resulting in a substantial drop in patronage (about 80%). However, considering the significant passenger demand between Shum Wan/Wong Chuk Hang and Central during the peak periods of weekdays (the average occupancy during the busiest one hour is about 93%), it is proposed to convert CTB route no. 75 into a morning and evening peak only service on weekdays upon the commissioning of the SIL(E).

7. During the previous consultation period, the TD received suggestions from District Council members, community representatives and local residents on the re-organisation proposal for maintaining its service between Shum Wan/Wong Chuk Hang and the Central district during peak periods. For other periods, apart from railway service, affected passengers may also use the new Octopus interchange concession by taking CTB route no. 72A and interchange with CTB route nos. 37A (Central bound), 37B and 37X (Southern district bound) or 90 (both bounds). A list of alternative services available to affected passengers of CTB route no. 75 is appended at Table 2.

**Table 2 – Alternative services available to affected passengers of
CTB route no. 75**

| Affected Passengers | Alternative services | | | | |
|---|---|----------------------|-----------------------|---|-------------------------------------|
| | Transport Mode | Fares | Differences | Journey Time | Differences |
| Shum Wan/Wong Chuk Hang < > Central/Admiralty/ Wan Chai (West) | MTR | \$5.2* (estimate) | +\$0.5* (estimate) | About 9 to 13 minutes (estimate) | -21 to -27 minutes (estimate) |
| | <u>Central bound</u> CTB route no. 72A and interchange with CTB route nos. 37A or 90 | \$4.7 | Same | About 30 to 40 minutes | Similar |
| | <u>Southern district bound</u> CTB route nos. 37B, 37X or 90 and interchange with CTB route no. 72A | \$4.7 | Same | About 30 to 40 minutes | Similar |
| Shum Wan/Wong Chuk Hang < > Wan Chai (East) | CTB route no. 72A | \$4.5 | -\$0.2 | About 25 minutes | Similar |

* This is the estimated fare for the SIL(E). The actual fare will be subject to future announcement by the MTR.

9. The proposed service details for CTB route nos. 48 and 75 are appended at Annex 5(2).

Existing service details and passenger demand patterns

CTB route no. 48

CTB route no. 48 is an internal route in Southern district primarily connecting Shum Wan and Wong Chuk Hang with Aberdeen, Tin Wan and Wah Fu. Its existing service details are as follows:

| | |
|---|---|
| Route no. | 48 |
| Terminating points | Shum Wan/Ocean Park – Wah Fu (North) (Circular) |
| Service hours | 5.36 a.m. – 11.41 p.m. daily |
| Peak headway | 4 to 16 minutes |
| Average patronage (the busiest one hour) | About 48% |
| Fare per journey | \$3.0 |
| Vehicle allocation | 3 double-deck buses |

Patronage of the route is not high, with the average occupancy rate during the busiest one hour reaching about 48%. Passenger demand in other periods is also low and average hourly occupancy rate during most of the time ranges from about 10% to 40%.

CTB route no. 71

CTB route no. 71 mainly provides bus service to residents in Wong Chuk Hang and Aberdeen to and from Sai Ying Pun, Sheung Wan and Central via Pok Fu Lam Road. Its existing service details are as follows:

| | |
|---|---|
| Route no. | 71 |
| Terminating points | Wong Chuk Hang – Central (Wing Wo Street) (Circular) |
| Service hours | 5.35 a.m. – 11.30 p.m. daily |
| Peak headway | 15 to 18 minutes |
| Average patronage (the busiest one hour) | About 78% |
| Fare per journey | \$5.3 |
| Vehicle allocation | 5 double-deck buses |

Existing passenger demand patterns of the route include:

- (i) About 25% of passengers ply between Wong Chuk Hang and Central and Western district (between HKU Station and Central Station). The service area of this section will overlap with that of railway service upon the commissioning of the SIL(E). As the railway service has a more frequent and stable service and a shorter journey time than buses, it is expected that these passengers will most likely switch to the railway service.
- (ii) About 60% of passengers ply between Aberdeen/Pok Fu Lam Road and Central and Western district (between HKU Station and Central Station). Apart from this route, they can also choose other bus services including CTB route nos. 7, 71P, 90B or NWFB route no. 91.
- (iii) About 10% of passengers ply between Wong Chuk Hang and Aberdeen/Wah Fu. Apart from this route, they can also choose other bus services including CTB route nos. 48 or 71P.
- (iv) About 5% of passengers ply between Wong Chuk Hang and Pok Fu Lam Road (between Wah Fu and the University of Hong Kong). Apart from this route, they can also choose CTB route no. 71P.

CTB route no. 75

CTB route no. 75 mainly provides bus service to residents in Shum Wan and Wong Chuk Hang to and from Central, Admiralty and Wan Chai via Aberdeen Tunnel. Its existing service details are as follows:

| | |
|---|---|
| Route no. | 75 |
| Terminating points | Shum Wan – Central (Exchange Square) |
| Service hours | From Shum Wan: 5.10 a.m. – 11.30 p.m. From Central (Exchange Square): 5.45 a.m. – 12.00 midnight |
| Peak headway | 7 to 15 minutes |
| Average patronage (the busiest one hour) | About 93% |
| Fare per journey | \$4.7 |
| Vehicle allocation | 9 double-deck buses |

Existing passenger demand patterns of the route include:

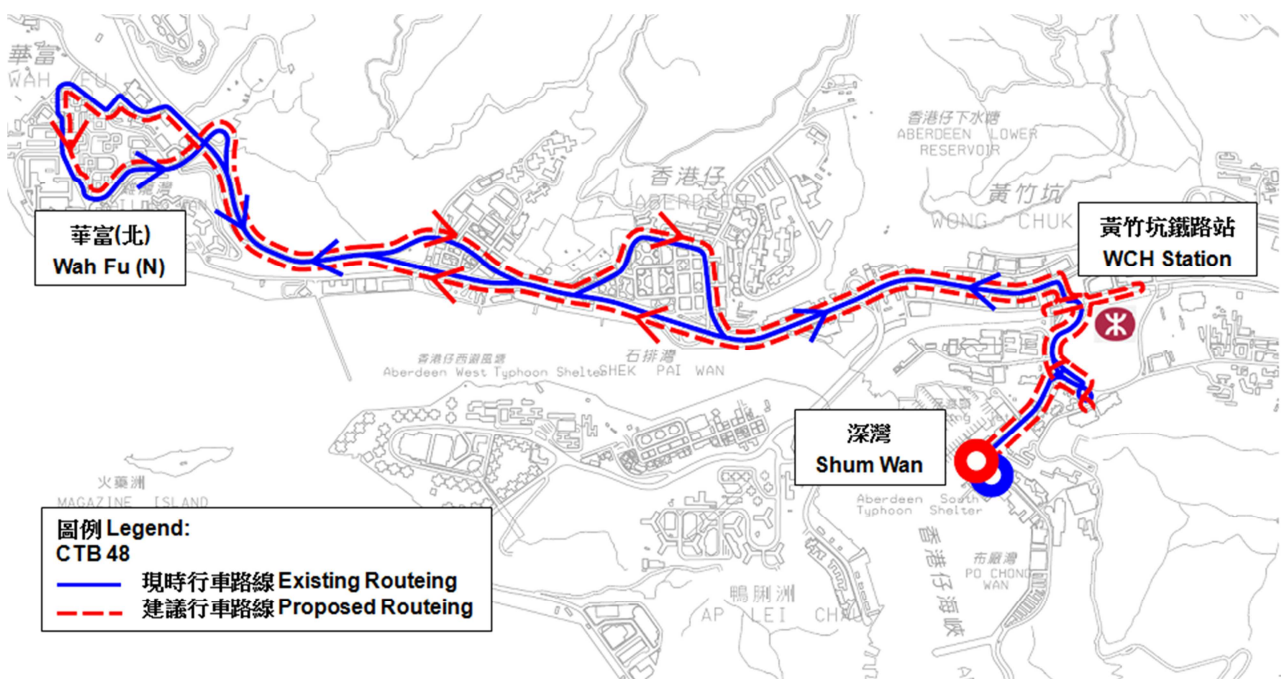
- (i) Over 80% of passengers ply between Shum Wan/Wong Chuk Hang and the northern shore of Hong Kong Island (including Central/Admiralty/Wan Chai (West)). The service area of this section will overlap with that of railway service upon the commissioning of the SIL(E). As the railway service has a more frequent and stable service and a shorter journey time than buses, it is expected that these passengers will most likely switch to the railway service.
- (ii) Less than 20% of passengers ply between Shum Wan/Wong Chuk Hang and Wan Chai (East). Apart from this route, they can also choose CTB route no. 72A.

Arrangements of bus service re-organisation proposal

CTB route no. 48

| | |
|--------------------|--|
| Route no. | 48 |
| Terminating points | Shum Wan/Ocean Park – Wah Fu (North) (Circular) |
| Routeing | From Shum Wan: via Shum Wan Road, Nam Long Shan Road, Heung Yip Road, Wong Chuk Hang Station, Heung Yip Road, Nam Long Shan Road, Wong Chuk Hang Road, Aberdeen Praya Road, Shek Pai Wan Road, Victoria Road, Wah Hong Street, Wah King Street, Wah Fu Road, Shek Pai Wan Road, Aberdeen Praya Road, Aberdeen Main Road, Wong Chuk Hang Road, Nam Long Shan Road, Heung Yip Road, Wong Chuk Hang Station, Heung Yip Road, Nam Long Shan Road and Shum Wan Road. |
| Service hours | 5.36 a.m. – 11.41 p.m. daily |
| Peak headway | 4 to 16 minutes |
| Fare per journey | \$3.0 |
| Vehicle allocation | 3 double-deck buses |

(Proposed changes are in bold type)



Arrangements of bus service re-organisation proposal

CTB route no. 75

| | |
|--------------------|---|
| Route no. | 75 |
| Terminating points | Shum Wan – Central (Exchange Square) |
| Service hours | <u>Mondays to Fridays (except public holidays)</u> From Shum Wan: 6.35 a.m. to 8.55 a.m. (8 departures) From Central (Exchange Square): 7.35 a.m. and 8.00 a.m. (2 departures) 5.30 p.m. to 7.00 p.m. (4 departures) |
| Peak headway | 20 to 25 minutes |
| Fare per journey | \$4.7 |
| Vehicle allocation | 5 double-deck buses |

(Proposed changes are in bold type)

Bus and GMB service re-organisation proposal
(Package 2)

Area : **Wah Kwai and Tin Wan**
Routes : **NWFB route no. 78 (Wong Chuk Hang – Wah Kwai Estate) (Circular)**
involved **Two new GMB rail feeder routes**
(i) GMB route no. 51B (Tin Wan Estate – Wong Chuk Hang Station)
(ii) GMB route no. 51M (Wah Kwai Estate – Wong Chuk Hang Station)

Background

1. NWFB route no. 78 is an internal bus route in the Southern district connecting Wong Chuk Hang, Aberdeen, Tin Wan and Wah Kwai. The route, after departing from Wah Kwai, operates via Tin Wan Street, Tin Wan Hill Road and Aberdeen Centre before arriving Wong Chuk Hang. It is quite a circuitous route and the journey time from Wah Kwai to Wong Chuk Hang takes about 20 minutes.

2. At present, the patronage of NWFB route no. 78 is very low, with the average number of passengers per trip being about 32. The average occupancy rate during the busiest one hour is as low as about 29% and the average hourly occupancy rate during off-peak period is even below 10%. The operating situation is very unsatisfactory. As the farebox revenue received cannot cover the operating expenses incurred, significant losses have been recorded over the years. **Annex 6(1)** summarises the existing service details and passenger demand patterns of the route.

Proposed Arrangements

3. To tie in with the commissioning of the SIL(E), the TD has comprehensively assessed and examined different proposals with a view to providing the most convenient, speedy and suitable rail feeder services for residents in Tin Wan and Wah Kwai. The factors which have been taken into account are as follows:

- (i) the need to provide a direct route to shorten passengers' journey time to the new railway stations;
- (ii) the need to provide rail feeder services with more frequent schedules;

- (iii) the maintenance of services that are operationally and financially sustainable; and
- (iv) the impact of the new railway on the existing bus and GMB routes in the Southern district as well as route proposals and financial information submitted by the operators concerned.

4. After carefully considering the above factors, the TD puts forward the proposals as follows:

- (i) introduction of two new GMB feeder routes, namely route nos. 51B (Tin Wan Estate – Wong Chuk Hang Station) and 51M (Wah Kwai Estate – Wong Chuk Hang Station), to carry residents in Tin Wan and Wah Kwai to the new Wong Chuk Hang Station for residents in Tin Wan and Wah Kwai;
- (ii) cancellation of NWFB route no. 78 as its service area would be covered by the aforesaid two new GMB rail feeder routes connecting to railway station.

5. The proposed service details of the new GMB route nos. 51B and 51M are appended at **Annex 6(2)**. A list of alternative services available to affected passengers of NWFB route no. 78 is appended at **Table 1**.

**Table 1 – Alternative services available to affected passengers of
NWFB route no. 78**

| Affected Passengers | Alternative services | | | | |
|--|--|-----------------------|-------------------|--|-------------|
| | Transport Modes | Fares (Section fares) | Differences | Journey Time | Differences |
| Wah Kwai < > Aberdeen/Wong Chuk Hang | New GMB route no. 51M | \$4.6 (estimate) | +\$1.4 (estimate) | About 11 minutes | -9 minutes |
| | CTB route no. 48 | \$3.0 | -\$0.2 | About 22 minutes (including 7 minutes' walk from Wah Kwai to Wah Fu (South)) | +2 minutes |
| | CTB route nos. 70 or 72 | \$3.0 to \$4.7 | -\$0.2 to +\$1.5 | About 13 minutes | -7 minutes |
| Tin Wan < > Aberdeen/Wong Chuk Hang | New GMB route no. 51B | \$4.6 (estimate) | +\$1.4 (estimate) | About 8 to 13 minutes | -5 minutes |
| | <u>Aberdeen/Wong Chuk Hang bound</u> <ul style="list-style-type: none"> • CTB route nos. 37A, 41A, 48, 70, 72, 73 or 77 • NWFB route nos. 38, 42 or 42C <u>Tin Wan bound</u> <ul style="list-style-type: none"> • CTB route nos. 37B, | \$3.0 to \$7.0 | -\$0.2 to +\$3.8 | About 10 to 15 minutes | Similar |

Annex 6

| Affected Passengers | Alternative services | | | | |
|-----------------------------|---|-----------------------|------------------|-----------------------|-------------|
| | Transport Modes | Fares (Section fares) | Differences | Journey Time | Differences |
| | 37X, 41A, 48, 70, 72, 73 or 77 • NWFB route nos. 38, 42 or 42C | | | | |
| | GMB route nos. 59, 69, 69A or 69X | \$4.9 to \$9.5 | +\$1.7 to +\$6.3 | About 8 to 13 minutes | -5 minutes |
| Aberdeen < > Wong Chuk Hang | <u>Wong Chuk Hang bound</u> • CTB route nos. 37A, 41A, 48, 70, 72, 73, 77 • NWFB route nos. 38, 42 or 42C <u>Aberdeen bound</u> • CTB route nos. 37B, 37X, 41A, 48, 70, 72, 73, 77 • NWFB route nos. 38, 42 or 42C | \$3.0 to \$7.0 | -\$0.2 to +\$3.8 | About 5 minutes | Similar |

Annex 6

| Affected Passengers | Alternative services | | | | |
|---|---|--------------------------------------|----------------------|-------------------------|--------------------|
| | Transport Modes | Fares (Section fares) | Differences | Journey Time | Differences |
| | New GMB route nos. 4M, 51B or 51M | \$4.6 (estimate) | +\$1.4 (estimate) | About 5 minutes | Similar |
| GMB route nos. 59, 59A, 69 or 69X | \$3.9 to \$9.5 | +\$0.7 to +\$6.3 | About 5 minutes | Similar | |

Existing service details and passenger demand patterns

NWFB route no. 78

NWFB route no. 78 mainly provides bus services to and from Wah Kwai, Tin Wan, Aberdeen and Wong Chuk Hang for residents of the Southern district. Its existing service details are as follows:

| | |
|---|---|
| Route no. | 78 |
| Terminating points | Wong Chuk Hang – Wah Kwai Estate (Circular) |
| Service hours | 6.10 a.m. – 12.00 midnight daily |
| Peak headway | 7 to 12 minutes |
| Average patronage (the busiest one hour) | About 29% |
| Fare per journey | \$3.2 |
| Vehicle allocation | 2 double-deck buses and 3 single-deck buses |

Existing passenger demand patterns of the route include:

- (i) About 35% of passengers ply between Wah Kwai and Aberdeen/Wong Chuk Hang. Apart from this route, they can also choose other bus and GMB routes, including:
 - (1) CTB route no. 70 (Wah Kwai - Central (Exchange Square))
 - (2) CTB route no. 72 (Wah Kwai - Causeway Bay (Moreton Terrace))
 - (3) CTB route no. 48 (Shum Wan/Ocean Park - Wah Fu (North))(Circular)
 - (4) GMB route no. 51S (Wah Kwai Estate - Aberdeen)

- (ii) About 30% of passengers ply between Tin Wan and Aberdeen/Wong Chuk Hang. Apart from this route, they can also choose other bus and GMB routes, including:
 - (1) CTB route no. 37A (Chi Fu Fa Yuen - Central) (Circular)
 - (2) CTB route no. 37B (Chi Fu Fa Yuen - Admiralty) (Circular)
 - (3) CTB route no. 37X (Chi Fu Fa Yuen - Admiralty) (Circular)
 - (4) CTB route no. 41A (Wah Fu (Central) - North Point Ferry Pier)
 - (5) CTB route no. 48 (Shum Wan/Ocean Park - Wah Fu (North)) (Circular)

- (6) CTB route no. 70 (Wah Kwai - Central (Exchange Square))
- (7) CTB route no. 72 (Wah Kwai - Causeway Bay (Moreton Terrace))
- (8) CTB route no. 73 (Cyberport/Wah Fu (North) - Stanley Prison)
- (9) CTB route no. 77 (Tin Wan - Shau Kei Wan)
- (10) NWFB route no. 38 (Chi Fu Fa Yuen - North Point Ferry Pier)
- (11) NWFB route no. 42 (Wah Fu (South) - North Point Ferry Pier)
- (12) NWFB route no. 42C (Cyberport - North Point Ferry Pier)
- (13) GMB route no. 51 (Tin Wan Estate - Aberdeen)
- (14) GMB route no. 69 (Cyberport – Quarry Bay (Shipyard Lane))
- (15) GMB route no. 69X (Cyberport – Causeway Bay (Lockhart Road))

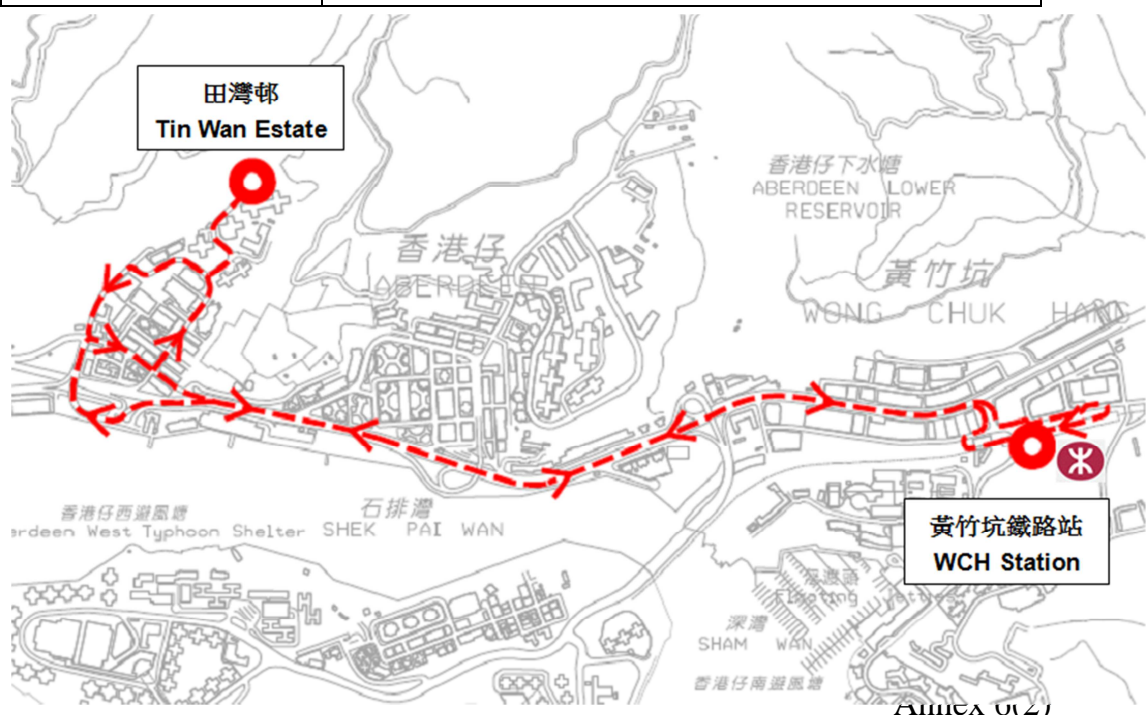
(iii) About 35% of passengers ply between Aberdeen and Wong Chuk Hang. Apart from this route, they can also choose other bus and GMB routes, including:

- (1) CTB route no. 37A (Chi Fu Fa Yuen - Central) (Circular)
- (2) CTB route no. 37B (Chi Fu Fa Yuen - Admiralty) (Circular)
- (3) CTB route no. 37X (Chi Fu Fa Yuen - Admiralty) (Circular)
- (4) CTB route no. 41A (Wah Fu (Central) - North Point Ferry Pier)
- (5) CTB route no. 48 (Shum Wan/ Ocean Park - Wah Fu (North)) (Circular)
- (6) CTB route no. 70 (Wah Kwai - Central (Exchange Square))
- (7) CTB route no. 72 (Wah Kwai - Causeway Bay (Moreton Terrace))
- (8) CTB route no. 73 (Cyberport/ Wah Fu (North) - Stanley Prison)
- (9) CTB route no. 77 (Tin Wan - Shau Kei Wan)
- (10) NWFB route no. 38 (Chi Fu Fa Yuen - North Point Ferry Pier)
- (11) NWFB route no. 42 (Wah Fu (South) - North Point Ferry Pier)
- (12) NWFB route no. 42C (Cyberport - North Point Ferry Pier)
- (13) GMB route no. 51 (Tin Wan Estate - Aberdeen)
- (14) GMB route no. 51S (Wah Kwai Estate - Aberdeen)
- (15) GMB route no. 69 (Cyberport - Quarry Bay (Shipyard Lane))
- (16) GMB route no. 69X (Cyberport - Causeway Bay (Lockhart Road))

New GMB service proposals

Service details of the new GMB route no. 51B

| | |
|--------------------|--|
| Route no. | 51B |
| Terminating points | Tin Wan Estate – Wong Chuk Hang Station |
| Routeing | <p><u>From Tin Wan Estate:</u> via Tin Wan Estate access road, Tin Wan Street, Tin Wan Hill Road, Shek Pai Wan Road, Aberdeen Praya Road, Wong Chuk Hang Road, Nam Long Shan Road, Heung Yip Road, Wong Chuk Hang Station</p> <p><u>From Wong Chuk Hang Station:</u> via Heung Yip Road, Nam Long Shan Road, Wong Chuk Hang Road, Aberdeen Praya Road, flyover, Shek Pai Wan Road, Tin Wan Street and Tin Wan Estate access road</p> |
| Service hours | From Tin Wan Estate: 6.00 a.m. to 11.45 p.m. From Wong Chuk Hang Station: 6.15 a.m. to 12.00 midnight |
| Journey time | 13 minutes |
| Peak headway | 6 minutes |
| Fare | \$4.6 |
| Vehicle allocation | 5 minibuses |



Service details of the new GMB route no. 51M

| | |
|--------------------|--|
| Route no. | 51M |
| Terminating points | Wah Kwai Estate – Wong Chuk Hang Station |
| Routeing | <p><u>From Wah Kwai Estate:</u> via Tin Wan Praya Road, flyover, Shek Pai Wan Road, Aberdeen Praya Road, Wong Chuk Hang Road, Nam Long Shan Road, Heung Yip Road and Wong Chuk Hang Station</p> <p><u>From Wong Chuk Hang Station:</u> via Heung Yip Road, Nam Long Shan Road, Wong Chuk Hang Road, Aberdeen Praya Road and Tin Wan Praya Road</p> |
| Service hours | From Wah Kwai Estate: 6.00 a.m. to 11.45 p.m. From Wong Chuk Hang Station: 6.15 a.m. to 12.00 midnight |
| Journey time | 11 minutes |
| Peak headway | 4 minutes |
| Fare per journey | \$4.6 |
| Vehicle allocation | 6 minibuses |



Bus Service Re-organisation Proposal
(Package 3)

Area : **Ocean Park**
Routes : **CTB route no. 629 (Admiralty (West)/ Central (Star Ferry Pier /**
involved **Exchange Square) – Ocean Park)**
CTB route no. 629A (Ocean Park to Central (Exchange Square))
CTB route no. 629S (Admiralty (West) to Ocean Park (Tai Shue Wan))

Background

1. CTB route no. 629 is a recreation route providing whole-day services between Central/ Admiralty and Ocean Park with a journey time of about 20 to 30 minutes. CTB route nos. 629A and 629S are supplementary services to CTB route no. 629 and each operates three uni-directional departures to and from Ocean Park during peak periods. **Annex 7(1)** summarises the existing service details and passenger demand patterns of the three routes.

Proposed Arrangements

2. Upon the commissioning of the SIL(E), the service areas of the above three routes will completely overlap with that of railway service. The journey time between Central Station/ Admiralty Station and Ocean Park Station will only be about 4 to 7 minutes. As the new railway line has a more frequent and stable service and a shorter journey time than buses, it is expected that a majority of these passengers will switch to railway service. In this connection, the TD and the bus companies consider it necessary to re-organise the services of the three bus routes.

CTB route no. 629

3. Upon the commissioning of the SIL(E), it is expected that about 98% of passengers who take CTB route no. 629 to set off from Admiralty and Central (Exchange Square) will most likely switch to railway service, resulting in a significant drop in its patronage. It is therefore proposed to cancel its service at Admiralty (West) and Central (Exchange Square) upon the commissioning of the SIL(E). Moreover, as the Star Ferry Pier in Central is located relatively farther away from the railway stations, some passengers

may still find it necessary to take the route to travel to Ocean Park. In this connection, it is proposed to revise the service details of the route as follows:

- (i) Service between Admiralty (West) and Ocean Park: **cancellation**
- (ii) Service from Ocean Park to Central (Exchange Square): **cancellation**
- (iii) Service between Central (Star Ferry Pier) and Ocean Park:
 - 1. shortening the service hours and operating five morning departures to Ocean Park via Central (Exchange Square) and Admiralty daily; and
 - 2. converting it into uni-directional service heading to Ocean Park.

4. The proposed service details for the revised CTB route no. 629 are appended at **Annex 7(2)**.

CTB route nos. 629A and 629S: Route cancellation

5. Upon the commissioning of the SIL(E), the service areas of CTB route nos 629A and 629S will completely overlap with that of MTR service. It is expected that a majority of these passengers will switch to railway service. In this connection, it is proposed to cancel the two routes upon the commissioning of the SIL(E). A list of alternative services available to affected passengers of CTB route nos. 629, 629A and 629S is appended at **Table 1**.

Table 1 – Alternative services available to affected passengers of CTB route nos. 629/629A/629S

| Affected Passengers | Alternative services | | | | |
|--------------------------|--|-------------------------------------|--------------------------------------|----------------------------|------------------------|
| | Transport Modes | Fares (Section fares) | Differences | Journey Time | Differences |
| Admiralty < > Ocean Park | MTR | \$5.2* (estimate) | -\$5.4 (estimate) | About 4 minutes (estimate) | -21 minutes (estimate) |
| | <u>Admiralty bound</u> CTB route nos. 6X, 37A, 75, 90, 97 or 260 <u>Ocean Park bound</u> CTB route nos. 6X, 37B, 37X, 70, 75, 90, 97 or 260 | \$4.7 to \$10.6 (\$4.6 to \$6.6) | -\$5.9 to same (-\$6.0 to -\$4.0) | About 25 minutes | Similar |
| Central < > Ocean Park | MTR | \$5.2* (estimate) | -\$5.4 (estimate) | About 7 minutes (estimate) | -23 minutes (estimate) |
| | <u>Central bound</u> CTB route nos. 6X, 37A, 70, 75, 260 or NWFB route no. 590 | \$4.7 to \$10.6 (\$4.6 to \$6.6) | -\$5.9 to same (-\$6.0 to -\$4.0) | About 30 minutes | Similar |

Annex 7

| | | | | | |
|--|--|--|--|--|--|
| | <p><u>Ocean</u> <u>Park bound</u> CTB route nos. 6X, 37B, 37X, 70, 75, 260 or NWFB route no. 590</p> | | | | |
|--|--|--|--|--|--|

* This is the estimated fare for the SIL(E). The actual fare will be subject to future announcement by the MTR.

Existing service details and passenger demand patterns

CTB route no. 629

CTB route no. 629 mainly provides bus services to and from Central/ Admiralty (West) and Ocean Park via Aberdeen Tunnel. The purpose of the passengers taking this route is mainly sightseeing. Its existing service details are as follows:

| | |
|--|--|
| Route no. | 629 |
| Terminating points | Admiralty (West)/Central (Star Ferry Pier /Exchange Square) – Ocean Park |
| Service hours | <u>Admiralty (West) – Ocean Park</u> 9.00 a.m. – 7.10 p.m. daily <u>Central (Star Ferry Pier) – Ocean Park</u> 9.45 a.m. – 3.45 p.m. daily <u>Ocean Park to Central (Exchange Square)</u> 4.00 p.m. – 7.00 p.m. daily |
| Peak headway | 8 to 10 minutes |
| Average patronage (the busiest one hour) | About 100% |
| Fare per journey | \$10.6 |
| Vehicle allocation | 1 double-deck bus |

Patronage distribution of the route is summarised as follows:

- (i) Over 95% of passengers ply between Admiralty (West) and Ocean Park. Apart from this route, they can also choose the future SIL(E) and other bus routes, including:
1. CTB route no. 6X (Central (Exchange Square) - Stanley Prison)
 2. CTB route no. 37A (Chi Fu Fa Yuen – Central) (Circular) (Admiralty bound)
 3. CTB route no. 37B (Chi Fu Fa Yuen – Admiralty) (Circular) (Ocean Park bound)
 4. CTB route no. 37X (Chi Fu Fa Yuen – Admiralty) (Circular) (Ocean Park bound)
 5. CTB route no. 70 (Wah Kwai - Central (Exchange Square)) (Ocean

Park bound)

6. CTB route no. 75 (Shum Wan - Central (Exchange Square))
7. CTB route no. 90 (Ap Lei Chau Estate - Central (Exchange Square))
8. CTB route no. 97 (Lei Tung Estate - Central (Exchange Square))
9. CTB route no. 260 (Central (Exchange Square) – Stanley Prison)

(ii) Less than 5% of passengers ply between Central (Star Ferry Pier /Exchange Square) and Ocean Park. They can choose other bus routes, including:

1. CTB route no. 6X (Central (Exchange Square) - Stanley Prison)
2. CTB route no. 37A (Chi Fu Fa Yuen – Central) (Circular) (Admiralty bound)
3. CTB route no. 37B (Chi Fu Fa Yuen – Admiralty) (Circular) (Ocean Park bound)
4. CTB route no. 37X (Chi Fu Fa Yuen – Admiralty) (Circular) (Ocean Park bound)
5. CTB route no. 70 (Wah Kwai - Central (Exchange Square))
6. CTB route no. 75 (Shum Wan - Central (Exchange Square))
7. CTB route no. 260 (Central (Exchange Square) - Stanley Prison)
8. NWFB route no. 590 (South Horizons - Central (Exchange Square))

CTB route nos. 629A and 629S

CTB route nos. 629A and 629S are supplementary services to CTB route no. 629 and each operates three uni-directional departures to and from Ocean Park during morning and evening peak periods to meet passenger demand. Their existing service details are as follows:

| | |
|---|--|
| Route no. | 629A (Evening peak period service) |
| Terminating points | Ocean Park to Central (Exchange Square) |
| Service hours | 5.20 p.m., 5.50 p.m. and 6.20 p.m. daily (3 departures) |
| Average patronage (the busiest one hour) | About 36% |
| Fare per journey | \$10.6 |
| Vehicle allocation | 1 double-deck bus (shared with CTB route no. 629) |

Annex 7(1)

| | |
|--|--|
| Route no. | 629S (Morning peak period service) |
| Terminating points | Admiralty (West) to Ocean Park (Tai Shue Wan) |
| Service hours | 7.20 a.m., 8.10 a.m. and 8.30 a.m. daily (3 departures) |
| Average patronage (the busiest one hour) | About 36% |
| Fare per journey | \$10.6 |
| Vehicle allocation | 1 double-deck bus (shared with CTB route no. 629) |

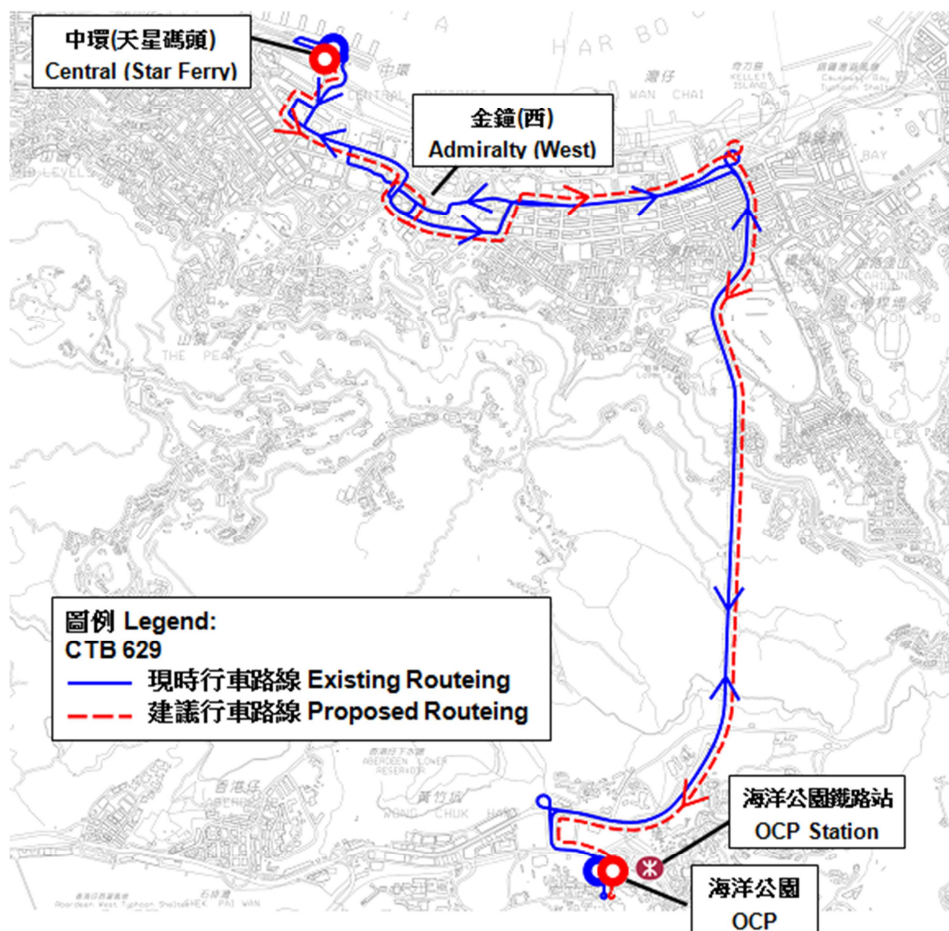
At present, patronage of CTB route nos. 629A and 629S is relatively low, with the average occupancy rate during the busiest one hour as low as about 36% and the number of passengers per trip being only about 40. The operating situation is unsatisfactory.

Arrangements of bus service re-organisation proposal

CTB route no. 629

| | |
|--------------------|---|
| Route no. | 629 |
| Terminating points | Central (Exchange Square) to Ocean Park [via Admiralty (West)] |
| Routeing | Via Man Yiu Street, Harbour View Street, Exchange Square Bus Terminus, Connaught Road Central, Harcourt Road, Cotton Tree Drive slip road, Queensway, Tamar Street, Drake Street, Cotton Tree Drive slip road, [Cotton Tree Drive, Harcourt Road]*, Gloucester Road, flyover, Aberdeen Tunnel, Wong Chuk Hang Road and Ocean Park Road. * Routeing may be diverted via Queensway, Arsenal Street and flyover depending on traffic condition. |
| Service hours | 9.30 a.m. - 11.30 a.m. daily (5 departures) |
| Headway | 30 minutes |
| Fare per journey | \$10.6 |
| Vehicle allocation | 1 double-deck bus |

(Proposed changes are in bold type)



Bus service re-organisation proposal
(Package 4)

Area : **Ap Lei Chau via Pok Fu Lam Road**
Routes : **NWFB route no. 91 (Ap Lei Chau Estate - Central Ferry Piers)**
involved **NWFB route no. 94 (Lei Tung Estate – Central Ferry Piers)**
NWFB route no. 94X (Lei Tung Estate – Central (Exchange Square))

Background

1. NWFB route nos. 91, 94 and 94X mainly provide bus services to residents in Ap Lei Chau to and from the northern shore of Hong Kong Island via Pok Fu Lam Road. **Annex 8(1)** summarises the existing service details and passenger demand patterns of the three routes.

Proposed Arrangements

2. Upon the commissioning of the SIL(E), it is anticipated that some of the passengers who use bus services to ply between Ap Lei Chau and Central and Sheung Wan will switch to the more efficient railway service. In light of this, and coupled with the fact there is overlapping in the existing service areas of NWFB route nos. 91, 94 and 94X, the TD and bus company consider it necessary to re-organise the services of these three bus routes.

NWFB route nos. 94 and 94X: Cancellation

3. NWFB route nos. 94 and 94X mainly provide bus services to residents in Lei Tung to and from Central and Sheung Wan via Pok Fu Lam Road during morning peak periods. Upon the commissioning of the SIL(E), the estimated journey time will be reduced by about 44 minutes. It is therefore expected that about 35% of passengers of the two routes who ply between Lei Tung and Central and Western district (between HKU Station and Central Station) will switch to railway service. Moreover, the routeings of the two routes between Aberdeen, Pok Fu Lam Road and Central and Western district overlap with those of CTB route nos. 7, 90B and NWFB route no. 91. The remaining 65% of passengers of the two routes may choose the three routes with the same routing. Upon the commissioning of the SIL(E), to optimise bus resources, it is proposed to cancel the two routes and deploy some of the buses to other

routes with higher demand (including NWFB route no. 91). A list of alternative services available to affected passengers of NWFB route nos. 94 and 94X is appended at Table 1.

Table 1 – Alternative services available to affected passengers of NWFB route nos. 94 and 94X

| Affected Passengers | Alternative services | | | | |
|---|--|----------------------------------|-----------------------------------|--|-------------------------------------|
| | Transport Modes | Fares | Differences | Journey Time | Differences |
| Lei Tung < > Central | MTR | \$5.2* (estimate) | -\$0.6 to -\$0.9 (estimate) | About 11 minutes (estimate) | -44 minutes (estimate) |
| Lei Tung < > HKU/Sai Ying Pun/Sheung Wan | MTR | \$5.2 to \$6.5* (estimate) | -\$0.9 to +\$0.7 (estimate) | About 11 to 15 minutes (estimate) | -19 to -25 minutes (estimate) |
| | NWFB route no.91 | \$5.6 | -\$0.2 to -\$0.5 | About 30 to 40 minutes | Similar |
| Aberdeen < > HKU/Sai Ying Pun/Sheung Wan / Central | CTB route nos 7, 90B and NWFB route no. 91 | \$5.3 to \$5.8 | -\$0.3 to +\$0.2 | About 30 to 40 minutes | Similar |
| Lei Tung/Aberdeen < > Pok Fu Lam Road (between Wah Fu and HKU) | NWFB route no. 91 | \$4.2 to \$5.6 | -\$0.5 to same | About 10 to 30 minutes | Similar |
| Pok Fu Lam Road (between Wah Fu and HKU) < > HKU/ Sai Ying Pun/ Sheung Wan/ Central | CTB route nos. 7, 37B, 71P, 90B and NWFB route nos. 4, 4X and 91 | \$3.9 to \$5.8 | -\$0.9 to +\$0.4 | About 10 to 30 minutes | Similar |

* This is the estimated fare for the SIL(E). The actual fare will be subject to future announcement by the MTR.

NWFB route no. 91: Relocation of terminating point, re-routeing and frequency improvement during morning peak period

4. NWFB route no. 91 provides whole-day bus services plying between Ap Lei Chau and Central and Sheung Wan via Pok Fu Lam Road. Upon the commissioning of the SIL(E), the journey time between South Horizons Station and Central Station will only be about 14 minutes, much shorter than the current 55 minutes required by NWFB route no. 91. It is expected that passengers who are taking the route to ply between Ap Lei Chau and Central and Western district will then switch to railway service. Moreover, existing passenger demand for NWFB route no. 91 for access to Central is not high, with only a total of 1,100 passenger trips (accounting for about 15% of total patronage of the entire route) using the terminating point and seven en-route stops (both bounds) daily. The number of passengers boarding and alighting in Central district is expected to drop further upon the commissioning of the SIL(E). NWFB route no. 91 can also avoid travelling the congested road sections (e.g. Queen's Road Central) within Central district by relocating terminating point, and to minimize the impact to the service stability due to road congestion. In this connection, it is proposed to relocate the terminating point of the route in Central to Macau Ferry Pier.

5. At present, the route does not re-route via Lei Tung Estate during the morning peak period from Mondays to Fridays (except Public Holidays). In order to cater for passengers affected by the cancellation of the NWFB route nos. 94 and 94X, it is proposed to re-route via Lei Tung Estate whole-day and concurrently enhance its service frequency. A list of alternative services available to affected passengers of NWFB route no. 91 is appended at Table 2.

**Table 2 – Alternative services available to affected passengers of
NWFB route no. 91**

| Affected Passengers | Alternative services | | | | |
|--|---|----------------------|-----------------------------------|-----------------------------------|----------------------------------|
| | Transport Mode | Fares | Differences | Journey Time | Differences |
| Ap Lei Chau < > Central | MTR | \$5.2* (estimate) | -\$0.4 to -\$0.6 (estimate) | About 14 minutes (estimate) | -31 minutes (estimate) |
| | CTB route no. 90B and NWFB route no. 590 | \$5.8 to \$6.9 | Same to +\$1.3 | About 40 to 45 minutes | Similar |
| Aberdeen/Pok Fu Lam Road < > Central | CTB route nos. 7 and 90B | \$5.3 to \$5.8 | -\$0.5 to +\$0.2 | About 35 minutes | Similar |

* This is the estimated fare for the SIL(E). The actual fare will be subject to future announcement by the MTR.

6. The location of the new terminating point in Central, routing and proposed service details of NWFB route no. 91 are shown at **Annex 8(2)**.

Existing service details and passenger demand patterns

NWFB route no. 91

NWFB route no. 91 provides bus service plying between Ap Lei Chau and Central and Sheung Wan via Pok Fu Lam Road. Its existing service details are as follows:

| | |
|---|--|
| Route no. | 91 |
| Terminating points | Ap Lei Chau Estate – Central Ferry Piers |
| Service hours | From Ap Lei Chau Estate: Mondays to Saturdays: 5.50 a.m. – 11.45 p.m. Sundays and public holidays: 6.00 a.m. - 11.45 p.m. From Central Ferry Piers: Mondays to Saturdays: 6.25 a.m. – 12.40 a.m. Sundays and public holidays: 6.45 a.m.- 12.40 a.m. |
| Peak headway | 10 to 25 minutes |
| Average patronage (the busiest one hour) | About 79% |
| Fare per journey | \$5.8 |
| Vehicle allocation | 5 double-deck buses |

At present, the patronage of NWFB route no. 91 is not high, with the average daily occupancy rate being about 38% and the average occupancy rate during the busiest one hour being about 79%. Existing passenger demand patterns of the route include:

- (i) About 70% of passengers ply between Ap Lei Chau/ Aberdeen and Pok Fu Lam Road/ Macau Ferry Pier. These passengers can choose a number of bus routes via Pok Fu Lam Road.
- (ii) About 30% of passengers ply between Ap Lei Chau/Aberdeen/ Pok Fu Lam Road and Central (i.e. from Macau Ferry Pier to Star Ferry Pier). Apart from this route, they can also choose railway service and CTB route no. 90B (South Horizons – Admiralty (East)).

NWFB route nos. 94 and 94X

NWFB route nos. 94 and 94X mainly provide bus services to residents in Lei Tung Estate to and from Central and Sheung Wan via Pok Fu Lam Road during morning peak periods. Their existing service details are as follows:

| | |
|---|--|
| Route no. | 94 |
| Terminating points | Lei Tung Estate – Central Ferry Piers |
| Service hours | <u>Mondays to Saturdays (except public holidays):</u> From Lei Tung Estate: 5.55 a.m. – 9.10 a.m. From Central Ferry Piers 6.50 a.m. – 9.00 a.m. |
| Headway | 15 to 25 minutes |
| Average patronage (the busiest one hour) | About 69% |
| Fare per journey | \$5.8 |
| Vehicle allocation | 5 double-deck buses |

| | |
|---|--|
| Route no. | 94X |
| Terminating points | Lei Tung Estate – Central (Exchange Square) |
| Service hours | <u>Mondays to Saturdays (except public holidays):</u> 6.55 a.m. – 8.35 a.m. |
| Headway | 20 minutes |
| Average patronage (the busiest one hour) | About 72% |
| Fare per journey | \$6.1 |
| Vehicle allocation | 3 double-deck buses |

Existing passenger demand patterns of the two routes include:

- (i) About 35% of passengers ply between Lei Tung and Central and Western district (between HKU Station and Central Station). The service area of this section will overlap with that of railway service upon the commissioning of the SIL(E). As the railway service has a more frequent

Annex 8(1)

and stable service and a shorter journey time than buses, it is expected that these passengers will most likely switch to the MTR.

- (ii) About 15% of passengers ply between Aberdeen and Central and Western district (between HKU Station and Central Station). Apart from this route, they can also choose other bus services including CTB route nos. 7, 90B or NWFB route no. 91.
- (iii) About 20% of passengers ply between Lei Tung/ Aberdeen and Pok Fu Lam Road. Apart from this route, they can also choose other bus services including CTB route nos. 7, 90B or NWFB route no. 91.
- (iv) About 30% of passengers ply between Pok Fu Lam Road and Central and Western district (between HKU Station and Central Station). Apart from this route, they can also choose a number of bus routes via Pok Fuk Lam Road.

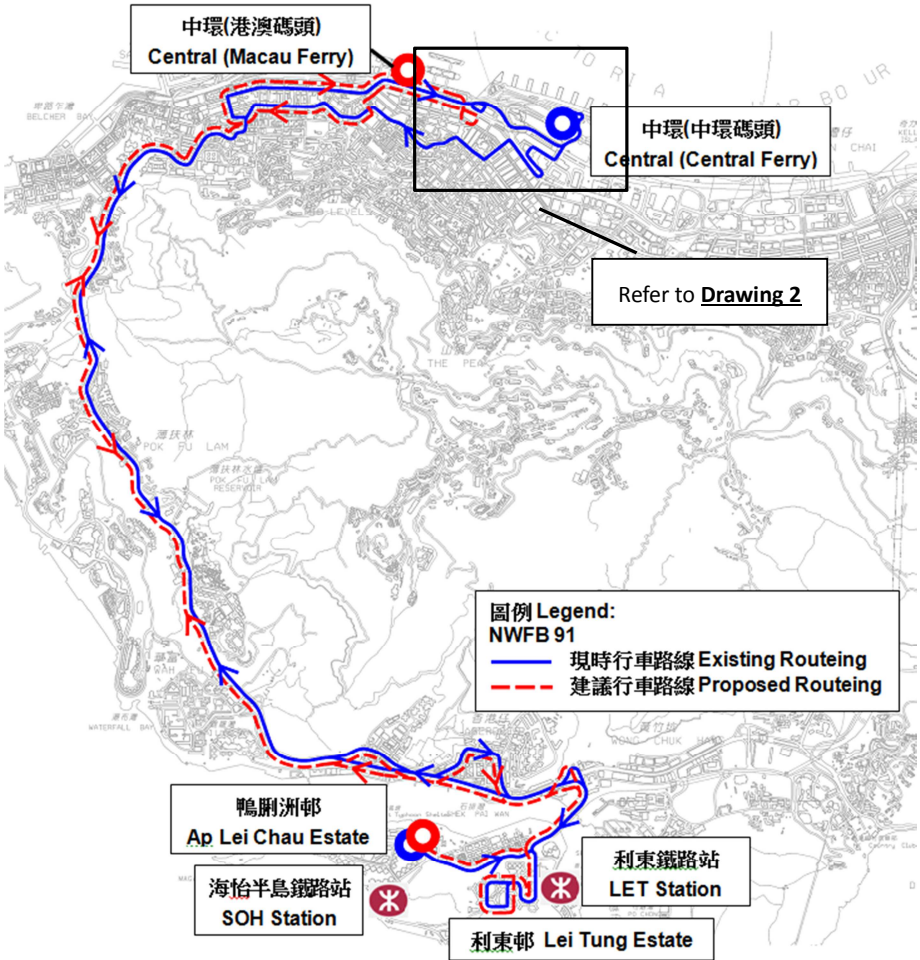
Arrangements of bus service re-organisation proposal

NWFB route no. 91

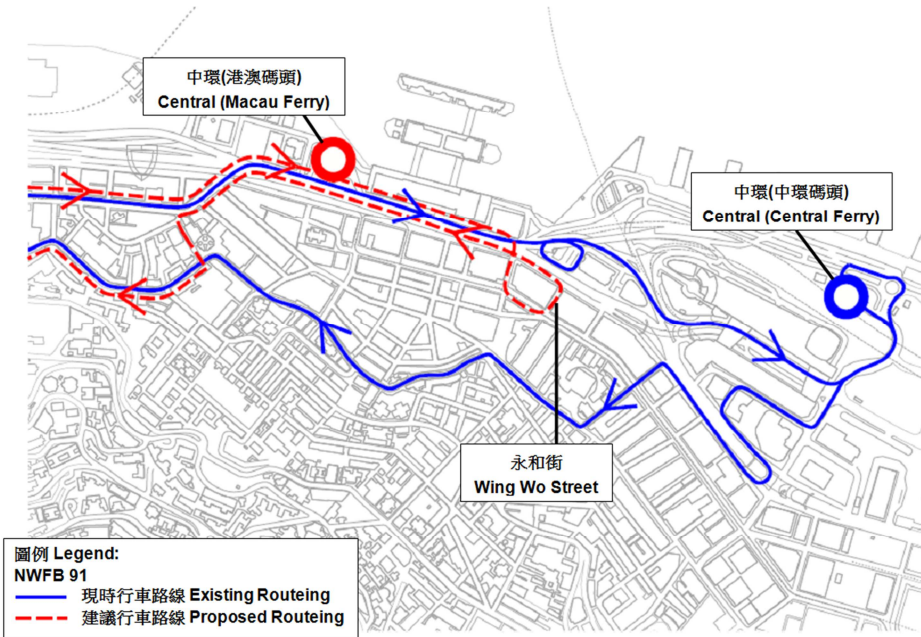
| | |
|--------------------|--|
| Route no. | 91 |
| Terminating points | Ap Lei Chau Estate – Central (Macau Ferry) |
| Routeing | <p><u>From Ap Lei Chau Estate:</u> via Ap Lei Chau Bridge Road, Ap Lei Chau Drive, Lei Tung Estate Road, Lei Tung Estate Bus Terminus, Lei Tung Estate Road, Ap Lei Chau Drive, Ap Lei Chau Bridge Road, Aberdeen Praya Road, Shek Pai Wan Road, Pok Fu Lam Road, Second Street, Water Street, Des Voeux Road West, Connaught Road West and Macau Ferry Pier Access Road.</p> <p><u>From Central (Macau Ferry):</u> via Macau Ferry Pier Access Road, Connaught Road West, Connaught Road Central, Rumsey Street, Des Voeux Road Central, Wing Wo Street, Connaught Road Central, Connaught Road West, Des Voeux Road West, Queen Street, Queen's Road West, Pok Fu Lam Road, Shek Pai Wan Road, Aberdeen Praya Road, Aberdeen Main Road, Ap Lei Chau Bridge Road, Ap Lei Chau Drive, Lei Tung Estate Road, Ap Lei Chau Drive and Ap Lei Chau Bridge Road.</p> |
| Service hours | <p><u>From Ap Lei Chau Estate:</u> Mondays to Saturdays: 5.50 a.m. – 11.45 p.m. Sundays and public holidays: 6.00 a.m. - 11.45 p.m.</p> <p><u>From Central (Macau Ferry):</u> Mondays to Saturdays: 6.30 a.m. – 12.40 a.m. Sundays and public holidays: 6.45 a.m.- 12.40 a.m.</p> |
| Peak headway | 10 to 20 minutes |
| Fare per journey | \$5.6 |
| Vehicle allocation | 8 double-deck buses |

(Proposed changes are in bold type)

Drawing 1



Drawing 2



Bus Service Re-organisation Proposal
(Package 5)

Area : **Ap Lei Chau via Aberdeen Tunnel**
Routes : **CTB route no. 90 (Ap Lei Chau Estate – Central (Exchange Square))**
involved **CTB route no. 90C (Main Street Ap Lei Chau to Central (Jardine House))**
CTB route no. 97 (Lei Tung Estate – Central (Exchange Square))
NWFB route no. 590A (South Horizons – Admiralty (East)) (Circular)

Background

1. CTB route nos. 90, 90C and 97 and NWFB route no. 590A mainly provide bus services to residents in Ap Lei Chau to and from the northern shore of Hong Kong Island (including Central to Wan Chai) via Aberdeen Tunnel. **Annex 9(1)** summarises the existing service details and passenger demand patterns of the four routes.

2. The two new railway stations in Ap Lei Chau (i.e. Lei Tung Station and South Horizons Station) are located at densely populated areas. Due to much shorter journey time, most of the residents in Ap Lei Chau who are currently using bus services are expected to switch to railway service for direct access to the northern shore of Hong Kong Island. In this connection, the TD and the bus companies consider it necessary to re-organise the services of these four routes.

Proposed Arrangements

CTB route no. 90C and NWFB route no. 590A: Route Cancellation

3. CTB route no. 90C mainly provides bus service to residents of Main Street Ap Lei Chau to Wan Chai and Central during the morning peak period whereas NWFB route no. 590A mainly provides a whole day service to residents of South Horizons and Ap Lei Chau to and from Admiralty/Wan Chai. Upon the commissioning of the SIL(E), the estimated journey time will be shortened by about 19 to 26 minutes. It is therefore expected that about 70% of passengers of the two routes who ply between Ap Lei Chau and Central/Admiralty/Wan Chai (West) will switch to railway service. Moreover, as the routings of CTB route no. 90C and NWFB route no. 590A between Ap Lei Chai and Wan

Chai (East) overlap with those of CTB route no. 90 and NWFB route no. 590, affected passengers may choose the SIL(E) or those bus routes with the same routeing. In this connection, it is proposed to cancel these two routes upon the commissioning of the SIL(E). A list of alternative services available to affected passengers of CTB route no. 90 and NWFB route no. 590A is appended at Table 1.

Table 1 – Alternative services available to affected passengers of CTB route no. 90C and NWFB route no. 590A

| Affected Passengers | Alternative services | | | | |
|--|----------------------|-------------------|-----------------------------|-----------------------------------|-------------------------------|
| | Transport Modes | Fares | Differences | Journey Time | Differences |
| South Horizons/Ap Lei Chau < > Central/Admiralty/Wan Chai (West) | MTR | \$5.2* (estimate) | -\$1.3 to +\$0.5 (estimate) | About 11 to 14 minutes (estimate) | -19 to -26 minutes (estimate) |
| | NWFB route no. 590 | \$6.9 | +0.4 to +\$2.2 | About 30 to 40 minutes | Similar |
| South Horizons/Ap Lei Chau < > Wan Chai (East) | CTB route no. 90 | \$4.7 | Same to +\$1.8 | About 25 minutes | Similar |
| | NWFB route no. 590 | \$6.9 | +0.4 to +\$2.2 | About 25 minutes | Similar |
| South Horizons/Ap Lei Chau < > Wong Chuk Hang | MTR | \$4.5* (estimate) | -\$2.0 to +\$0.4 (estimate) | About 3 minutes (estimate) | +7 minutes (estimate) |
| Central/Admiralty < > Wan Chai | MTR | \$4.5 | -\$2.0 to +\$1.1 | About 5 minutes | +5 minutes |

* This is the estimated fare for the SIL(E). The actual fare will be subject to future announcements by the MTR.

CTB route no. 90: Route truncation and re-routeing

4. Upon the commissioning of the SIL(E), the journey time between South Horizons Station and Central Station will only be about 14 minutes, much shorter than the current 47 minutes required by CTB route no. 90. It is expected that passengers of the route will switch to railways service, resulting in a drop in its patronage. As the existing passenger demand for CTB route no. 90 for access to Central is not high, the average occupancy rate of the route during the busiest one hour in Central district is as low as about 20%. The number of passengers taking the route to and from Central is expected to drop further upon the commissioning of the SIL(E). In this connection, it is proposed to adjust the service details of the route upon the commissioning of the SIL(E) as follows:

- (i) Truncate the route in Central and terminate at Admiralty (East);
- (ii) Divert the Admiralty (East)-bound journey via Wong Chuk Hang flyover for quicker access to the northern shore of Hong Kong Island;
- (iii) Divert both bound journeys via Lei Tung Estate after the morning peak period from Mondays to Fridays and whole day of Saturdays, Sundays and Public Holidays to serve passengers affected outside the service hours of CTB route no. 97.

5. A list of alternative services available to affected passengers of CTB route no. 90 is appended at Table 2.

Table 2 – Alternative services available to affected passengers of CTB route no. 90

| Affected Passengers | Alternative Services | | | | |
|-------------------------|---|----------------------|----------------------|--------------------------------------|---------------------------|
| | Transport Modes | Fares | Differences | Journey Time | Differences |
| Ap Lei Chau < > Central | MTR | \$5.2* (estimate) | +\$0.5 (estimate) | About 11 to 14 minutes (estimate) | -33 minutes (estimate) |
| | CTB route no. 90B and NWFB route no. 590 | \$5.8 to \$6.9 | +\$1.1 to +\$2.2 | About 40 to 45 minutes | Similar |
| | <u>Central bound</u> CTB route no. 90 and interchange with CTB route no. 37A | \$4.7 | Same | About 47 minutes | Similar |
| | <u>Southern district bound</u> CTB route no. 37B or 37X and interchange with CTB route no. 90 | \$4.7 | Same | About 47 minutes | Similar |

* This is the estimated fare for the SIL(E). The actual fare will be subject to future announcements by the MTR.

CTB route no. 97: Route truncation and shortening of service hours

6. CTB route no. 97 mainly provides bus service to residents in Lei Tung to and from Central, Admiralty and Wan Chai via Aberdeen Tunnel. Its routing will overlap with that of railway service upon the commissioning of the SIL(E). The journey time between Lei Tung Station and Central Station will only be about 11 minutes, much shorter than the current 48 minutes required by CTB route no. 97. It is expected that passengers of the route will switch to railways service, resulting in a substantial drop in its patronage. As the existing passenger demand for CTB route no. 97 for access to Central is not high, the average occupancy rate of the route during the busiest one hour in Central district is as low as about 20%. The number of passengers taking the route to

and from Central is expected to drop further upon the commissioning of the SIL(E).

7. Currently, passenger demand for CTB route no. 97 mainly falls within the morning peak period, with the number of passenger trips accounting for about 34% of the daily total patronage. The average occupancy rate of the route in Central bound during the busiest one hour is as high as 86%. It is expected that there will still be a certain level of passenger demand during the morning peak period for this route upon the commissioning of the SIL(E). In this connection, it is proposed to revise the service details of the route as follows:

(i) Shortening of service hours and conversion into a morning peak only service from Mondays to Fridays (except public holidays); and

(ii) Truncation of the route in Central with the terminus at Admiralty (East).

8. A list of alternative services available to affected passengers of CTB route no. 97 is appended at Table 3.

Table 3 – Alternative services available to affected passengers of CTB route no. 97

| Affected Passengers | Alternative Services | | | | |
|----------------------------|--|----------------------|----------------------|-----------------------------------|---------------------------|
| | Transport Modes | Fares | Differences | Journey Time | Differences |
| Lei Tung <> Central | MTR | \$5.2* (estimate) | +\$0.5 (estimate) | About 11 minutes (estimate) | -37 minutes (estimate) |
| | <u>Central bound</u> CTB route no. 90 and interchange with CTB route no. 37A | \$4.7 | Same | About 48 minutes | Similar |
| | <u>Southern district bound</u> CTB route no. 37B or 37X and | \$4.7 | Same | About 48 minutes | Similar |

Annex 9

| | | | | | |
|---|--------------------------------------|----------------------|----------------------|----------------------------------|---------------------------|
| | interchange with CTB route no. 90 | | | | |
| Lei Tung <> Admiralty/Wan Chai (West) | MTR | \$5.2* (estimate) | +\$0.5 (estimate) | About 8 minutes (estimate) | -32 minutes (estimate) |
| | CTB route no. 90 | \$4.7 | Same | About 40 minutes | Similar |
| Lei Tung <> Wan Chai (East) | CTB route no. 90 | \$4.7 | Same | About 35 minutes | Similar |

* This is the estimated fare for the SIL(E). The actual fare will be subject to future announcement by the MTR.

9. The revised service details for CTB route nos. 90 and 97 are appended at **Annex 9(2)**.

Existing service details and passenger demand patterns

CTB route no. 90C

CTB route no. 90C mainly provides bus service to residents of Main Street Ap Lei Chau to Wan Chai and Central via Aberdeen Tunnel during morning peak period. Its existing service details are as follows:

| | |
|---|---|
| Route no. | 90C (Morning peak service) |
| Terminating points | Main Street Ap Lei Chau to Central (Jardine House) |
| Service hours | <u>Mondays to Saturdays (except public holidays)</u> 6.30 a.m. – 9.00 a.m. |
| Peak headway | 15 minutes |
| Average patronage (the busiest one hour) | About 87% |
| Fare per journey | \$4.7 |
| Vehicle allocation | 4 double-deck buses |

Existing passenger demand patterns of the route include:

- (i) About 70% of passengers travel from Ap Lei Chau/Wong Chuk Hang to Central/Admiralty/Wan Chai (West). The service area of this section will overlap with that of railway service upon the commissioning of the SIL(E). As the MTR has a more frequent and stable service and a shorter journey time than buses, it is expected that these passengers will most likely switch to the MTR.
- (ii) About 10% of passengers travel from Ap Lei Chau/Wong Chuk Hang to Wan Chai (East). Apart from this route, they can also choose railway service and then reach their destinations on foot or choose CTB route no. 90 or NWFB route no. 590.
- (iii) About 10% of passengers travel from Ap Lei Chau to Wong Chuk Hang. Apart from the route, they can also choose railway service.
- (iv) About 10% of passengers travel from Wan Chai to Central/ Admiralty. Apart from this route, they can also choose railway service or other bus routes.

CTB route no. 590A

CTB route no. 590A mainly provides bus service to residents in South Horizons and Ap Lei Chau to and from Admiralty and Wan Chai via Aberdeen Tunnel. Its existing service details are as follows:

| | |
|---|--|
| Route no. | 590A |
| Terminating points | South Horizons – Admiralty (East) (Circular) |
| Service hours | 6.00 a.m. – 11.40 p.m. daily |
| Peak headway | 11 to 15 minutes |
| Average patronage (the busiest one hour) | About 72% |
| Fare per journey | \$6.5 |
| Vehicle allocation | 6 double-deck buses |

Existing passenger demand patterns of the route include:

- (i) About 70% of passengers travel between South Horizons/Ap Lei Chau and Admiralty/Wan Chai (West). The service area of this section will overlap with that of railway service upon the commissioning of the SIL(E). As the MTR has a more frequent and stable service and a shorter journey time than buses, it is expected that these passengers will most likely switch to the MTR.
- (ii) About 20% of passengers travel between South Horizons/Ap Lei Chau and Wan Chai (East). Apart from this route, they can also choose railway service and then reach their destinations on foot or choose CTB route no. 90 or NWFB route no. 590.
- (iii) About 10% of passengers travel between Ap Lei Chau and Wong Chuk Hang. Apart from this route, they can also choose railway service.

CTB route no. 90

CTB route no. 90 provides bus service to and from Ap Lei Chau Estate and Central (Exchange Square) via Aberdeen Tunnel, Admiralty and Wan Chai. Its existing service details are as follows:

| | |
|---|---|
| Route no. | 90 |
| Terminating points | Ap Lei Chau Estate – Central (Exchange Square) |
| Service hours | <u>From Ap Lei Chau Estate:</u> 5.20 a.m. – 12.05 a.m. daily <u>From Central (Exchange Square):</u> 5.55 a.m. – 12.25 a.m. daily |
| Peak headway | 6 to 15 minutes |
| Average patronage (the busiest one hour) | About 90% |
| Fare per journey | \$4.7 |
| Vehicle allocation | 10 double-deck buses |

Existing passenger demand patterns of the route include:

- (i) About 65% of passengers ply between Ap Lei Chau/Wong Chuk Hang and Wan Chai to Admiralty. The service area of this section will overlap with that of railway service upon the commissioning of the SIL(E). As the railway service has a more frequent and stable service and a shorter journey time than buses (a saving of about 30 minutes), it is expected that these passengers will most likely switch to the MTR.
- (ii) About 20% of passengers ply between Ap Lei Chau/Wong Chuk Hang and Central. Apart from this route, they can also choose the new railway service or NWFB route no. 590. As the railway service has a more frequent and stable service and a shorter journey time than buses (a saving of about 35 minutes), it is expected that these passengers will most likely switch to the MTR.

CTB route no. 97

CTB route no. 97 provides bus service to and from Lei Tung Estate and Central (Exchange Square) via Aberdeen Tunnel, Admiralty and Wan Chai. Its existing service details are as follows:

| | |
|---|---|
| Route no. | 97 |
| Terminating points | Lei Tung Estate – Central (Exchange Square) |
| Service hours | <u>From Lei Tung Estate:</u> 5.30 a.m. – 12.00 midnight daily <u>From Central (Exchange Square):</u> <u>Mondays to Saturdays</u> 6.20 a.m. – 12.30 a.m. <u>Sundays and public holidays</u> 6.24 a.m. – 12.30 a.m. |
| Peak headway | 4 to 20 minutes |
| Average patronage (the busiest one hour) | About 86% |
| Fare per journey | \$4.7 |
| Vehicle allocation | 13 double-deck buses |

Existing passenger demand patterns of the route include:

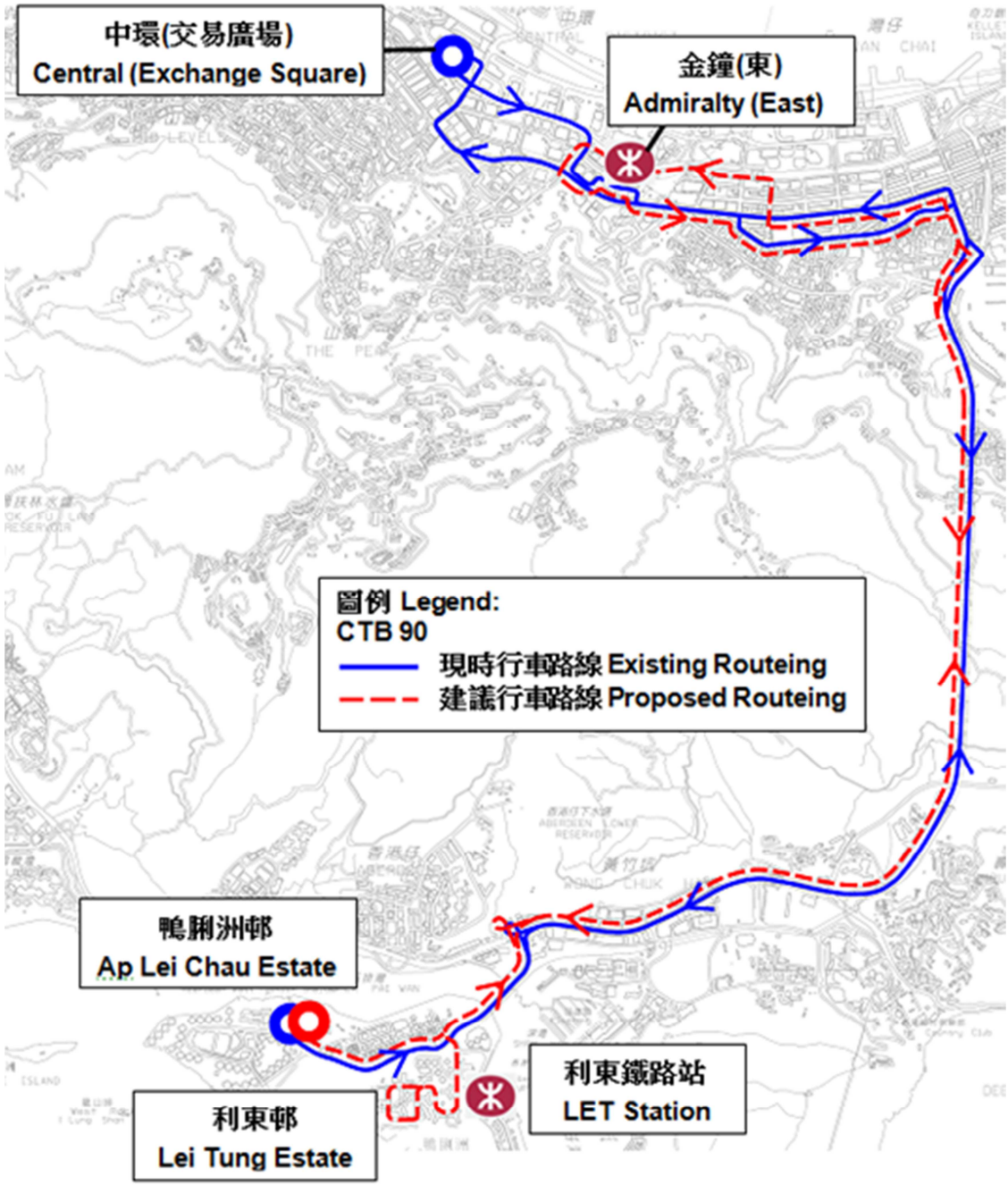
- (i) About 60% of passengers ply between Lei Tung/Wong Chuk Hang and Wan Chai to Admiralty. The service area of this section will overlap with that of railway service upon the commissioning of the SIL(E). It is expected that these passengers will most likely switch to the railway service due to a saving of about 30 minutes in journey time
- (ii) About 25% of passengers ply between Lei Tung/Wong Chuk Hang and Central. Apart from this route, they can also choose the new railway service. Upon the commissioning of the SIL(E), it is expected that these passengers will most likely switch to the railway service due to a saving of about 35 minutes in journey time.

Arrangements of bus service re-organisation proposal

CTB route no. 90

| | |
|--------------------|--|
| Route no. | 90 |
| Terminating points | Ap Lei Chau Estate – Admiralty (East) |
| Routeing | <p><u>From Ap Lei Chau Estate:</u> via Ap Lei Chau Bridge Road, #(Ap Lei Chau Drive, Lei Tung Estate Road, Ap Lei Chau Drive, Ap Lei Chau Bridge Road), Wong Chuk Hang Road, Wong Chuk Hang Road Flyover, Wong Chuk Hang Road, Aberdeen Tunnel, Wong Nai Chung Road, Morrison Hill Road, Tin Lok Lane, Hennessy Road, Luard Road, Gloucester Road, Harcourt Road, Cotton Tree Drive slip road, Queensway, Tamar Street and Drake Street.</p> <p><u>From Admiralty (East):</u> via Rodney Street, Queensway, Hennessy Road, Fenwick Street, Johnston Road, Wan Chai Road, Morrison Hill Road, Wong Nai Chung Road, Aberdeen Tunnel, Wong Chuk Hang Road, #(Ap Lei Chau Drive, Lei Tung Estate Road, Ap Lei Chau Drive) and Ap Lei Chau Bridge Road.</p> <p>#Divert via Lei Tung after the morning peak hours from Mondays to Fridays and throughout the day on Saturdays, Sundays and public holidays</p> |
| Service hours | <p><u>From Ap Lei Chau Estate:</u> 5.20 a.m. – 12.05 a.m. daily</p> <p><u>From Admiralty (East):</u> 5.55 a.m. – 12.25 a.m. daily</p> |
| Peak headway | 12 to 20 minutes |
| Fare per journey | \$4.7 |
| Vehicle allocation | 8 double-deck buses |

(Proposed changes are in bold type)

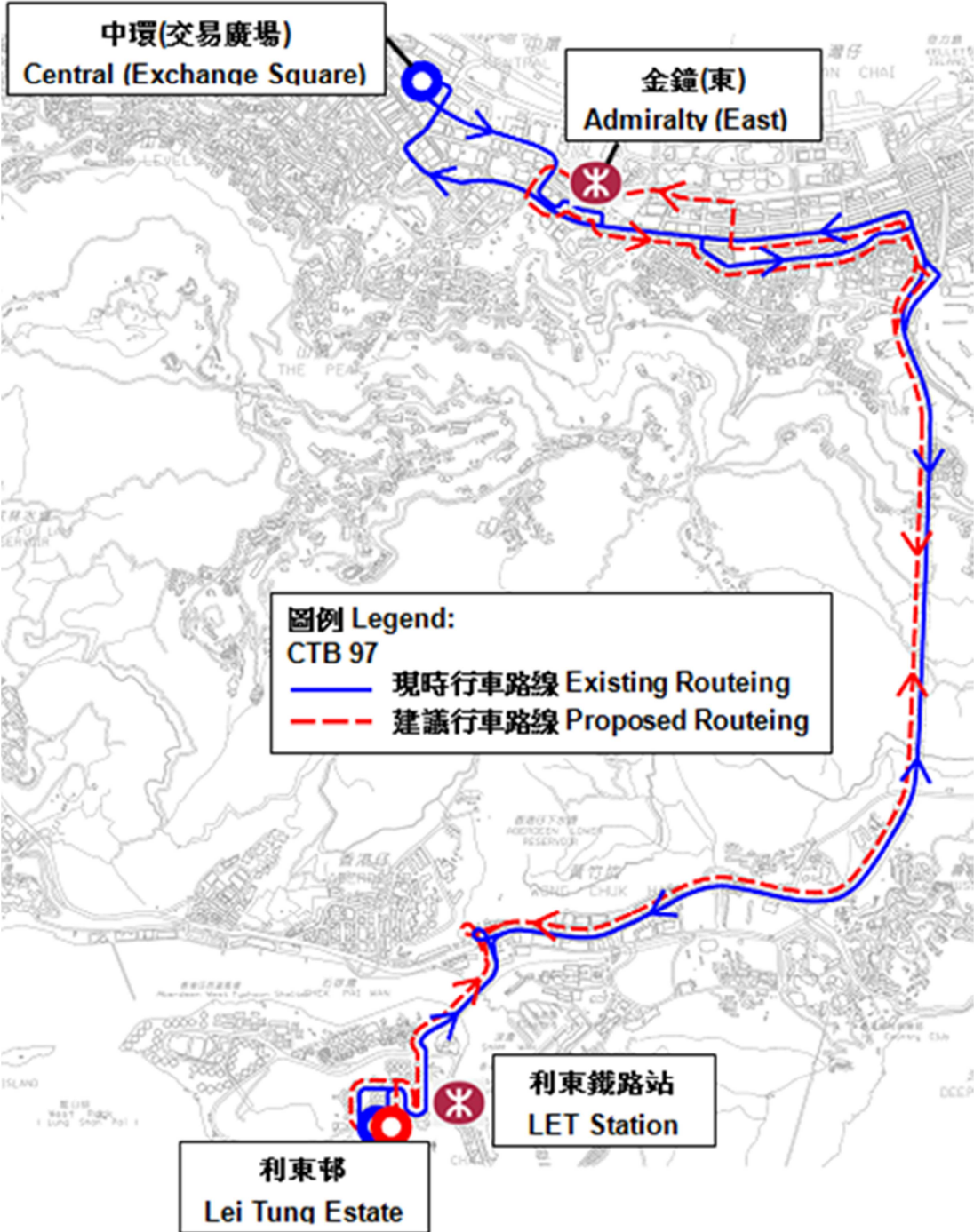


Arrangements of bus service re-organisation proposal

CTB route no. 97

| | |
|--------------------|--|
| Route no. | 97 |
| Terminating points | Lei Tung Estate – Admiralty (East) |
| Routeing | <p><u>From Lei Tung Estate:</u> via Lei Tung Estate Road, Ap Lei Chau Drive, Ap Lei Chau Bridge Road, Wong Chuk Hang Road, Wong Chuk Hang Road flyover, Wong Chuk Hang Road, Aberdeen Tunnel, Wong Nai Chung Road, Morrison Hill Road, Tin Lok Lane, Hennessy Road, Luard Road, Gloucester Road, Harcourt Road, Cotton Tree Drive slip road, Queensway, Tamar Street and Drake Street.</p> <p><u>From Admiralty (East):</u> via Rodney Street, Queensway, Hennessy Road, Fenwick Street, Johnston Road, Wan Chai Road, Morrison Hill Road, Wong Nai Chung Road, Aberdeen Tunnel, Wong Chuk Hang Road, Ap Lei Chau Bridge Road, Ap Lei Chau Drive and Lei Tung Estate Road.</p> |
| Service hours | <p><u>From Lei Tung Estate:</u> Mondays to Fridays (except public holidays) 5.30 a.m. – 8.45 a.m. (11 departures)</p> <p><u>From Admiralty (East):</u> Mondays to Fridays (except public holidays) 6.40 a.m. – 8.30 a.m. (5 departures)</p> |
| Fare per journey | \$4.7 |
| Vehicle allocation | 6 double-deck buses |

(Proposed changes are in bold type)



Bus service re-organisation proposal

(Package 6)

Area : **Ap Lei Chau to school areas in Western Mid-levels**

Routes : **NWFB Route no. 93 (Ap Lei Chau Estate/South Horizons to**
involved **Robinson Road)**

NWFB Route no. 93A (Lei Tung Estate to Robinson Road)

Background

1. NWFB route nos. 93 and 93A mainly serve students in the South Horizons, Ap Lei Chau Estate and Lei Tung Estate travelling to the Western Mid-Levels on school days. Their patronages have remained at a low level and the average occupancy rate during the busiest one hour is 61% and 26% respectively. **Annex 10(1)** summarises the existing service details and passenger demand patterns of the two routes.

2. There will be two new stations in Ap Lei Chau, i.e. Lei Tung Station and South Horizons Station. Upon the commissioning of the SIL(E), residents can conveniently use the railway service. It is anticipated that some of the residents from the Ap Lei Chau travelling to the school area in Western Mid-Levels (i.e. the vicinity of HKU Station and Sai Ying Pun Station) will switch to railway service. As the service areas of NWFB route nos. 93 and 93A will overlap with that of railway service, the bus service will suffer a drop in patronage. To optimise bus resources, the TD and the bus companies consider it necessary to re-organise the above two bus routes.

Proposed arrangements: Amalgamation of NWFB route nos. 93A and 93

3. As the service areas of the sections of NWFB route nos. 93 and 93A from Ap Lei Chau to the Western Mid-Levels (HKU Station to Sai Ying Pun Station) will overlap with that of railway service, it is anticipated that upon the commissioning of SIL(E), the two routes will suffer from a substantial drop in patronage, since the MTR has a more frequent and stable service and a shorter journey time than buses, and offers half fare concession for students. In this connection, it is proposed to amalgamate NWFB route no. 93 with route no. 93A upon the commissioning of the SIL(E), and numbered as route no. 93.

4. The amalgamated NWFB route no. 93 will still operate four departures on school days, with two departing from South Horizons and another two departing from Ap Lei Chau Estate. The two departures from Ap Lei Chau Estate will be diverted via Lei Tung Estate to cover the service area of the existing NWFB route no. 93A, and will have their departure times advanced by 10 minutes to ensure that the journey time of passengers who travel to the Western Mid-Levels remains unchanged. As for the two departures from South Horizons, the departure time and routeing will remain unchanged.

5. The proposed service details for the amalgamated NWFB route no. 93 is appended at **Annex 10(2)**.

Existing service details and passenger demand patterns

NWFB route no. 93

NWFB route no. 93 aims to serve students in the Ap Lei Chau Estate and South Horizons travelling to schools in the Western Mid-Levels. Its existing service details are as follows:

| | |
|---|---|
| Route no. | 93 |
| Terminating points | Ap Lei Chau Estate / South Horizons to Robinson Road |
| Service hours | <u>Mondays to Fridays</u> <u>(except public holidays and school holidays)</u> <u>From Ap Lei Chau Estate:</u> 7.00 a.m. and 7.15 a.m. <u>From South Horizons:</u> 7.00 a.m. and 7.15a.m. |
| Average patronage (during busiest one hour) | About 61% |
| Fare per journey | \$6.9 |
| Vehicle allocation | 4 double-deck buses |

Existing passenger demand patterns of the route include:

- (i) About 20% of passengers travel from Ap Lei Chau Estate and South Horizons to HKU Station and Sai Ying Pun Station. Upon the commissioning of the SIL(E), the service areas of this section of the route will overlap with that of railway service. As the MTR has a more frequent and stable service and a shorter journey time than buses and offers half fare concession for students, it is anticipated that a majority number of these passengers will switch to the railway service.
- (ii) About 50% of passengers travel from Ap Lei Chau Estate/ South Horizons/ Aberdeen to Park Road and Robinson Road.
- (iii) About 5% of passengers travel from Ap Lei Chau Estate/ South Horizons to Pok Fu Lam Road (between Wa Fu and the University of Hong Kong). Apart from

this route, they can also choose NWFB route no. 91 (Ap Lei Chau Estate – Central Ferry Piers).

- (iv) About 20% of passengers travel from Pok Fu Lam Road (between Wah Fu and the University of Hong Kong) to Park Road and Robinson Road. Apart from this route, they can also choose CTB route no. 40 (Wah Fu (North) – Wan Chai (North)) or CTB route no. 40P (Wah Fu (North) to Robinson Road).

NWFB route no. 93A

NWFB route no. 93A aims to serve students in the Lei Tung Estate travelling to schools in the Western Mid-Levels. Its existing service details are as follows:

| | |
|--|--|
| Route no. | 93A |
| Terminating points | Lei Tung Estate to Robinson Road |
| Service hours | <u>Mondays to Fridays</u> <u>(except public holidays and school holidays)</u> 7.00 a.m., 7.10 a.m. and 7.20 a.m. |
| Average patronage (during busiest one hour) | About 26% |
| Fare per journey | \$6.9 |
| Vehicle allocation | 3 double-deck buses |

Existing passenger demand patterns of the route include:

- (i) Over 30% of passengers travel from Lei Tung to HKU Station and Sai Ying Pun Station. Upon the commissioning of the SIL(E), the service areas of this section of the route will overlap with that of railway service. As the MTR has a more frequent and stable service and a shorter journey time than buses and offers half fare concession for students, it is anticipated that a majority number of these passengers will switch to the railway service.
- (ii) About 30% of passengers travel from Lei Tung to Park Road and Robinson Road.
- (iii) About 10% of passengers travel from Lei Tung to Pok Fu Lam Road (between Wah Fu and the University of Hong Kong). Apart from this route, they can also choose NWFB route no. 91 (Ap Lei Chau Estate - Central Ferry Piers).

- (iv) About 20% of passengers travel from Pok Fu Lam Road (between Wah Fu and the University of Hong Kong) to Park Road and Robinson Road. Apart from this route, they can also choose CTB route no. 40 (Wah Fu (North) - Wan Chai (North)) or CTB route no. 40P (Wah Fu (North) to Robinson Road).

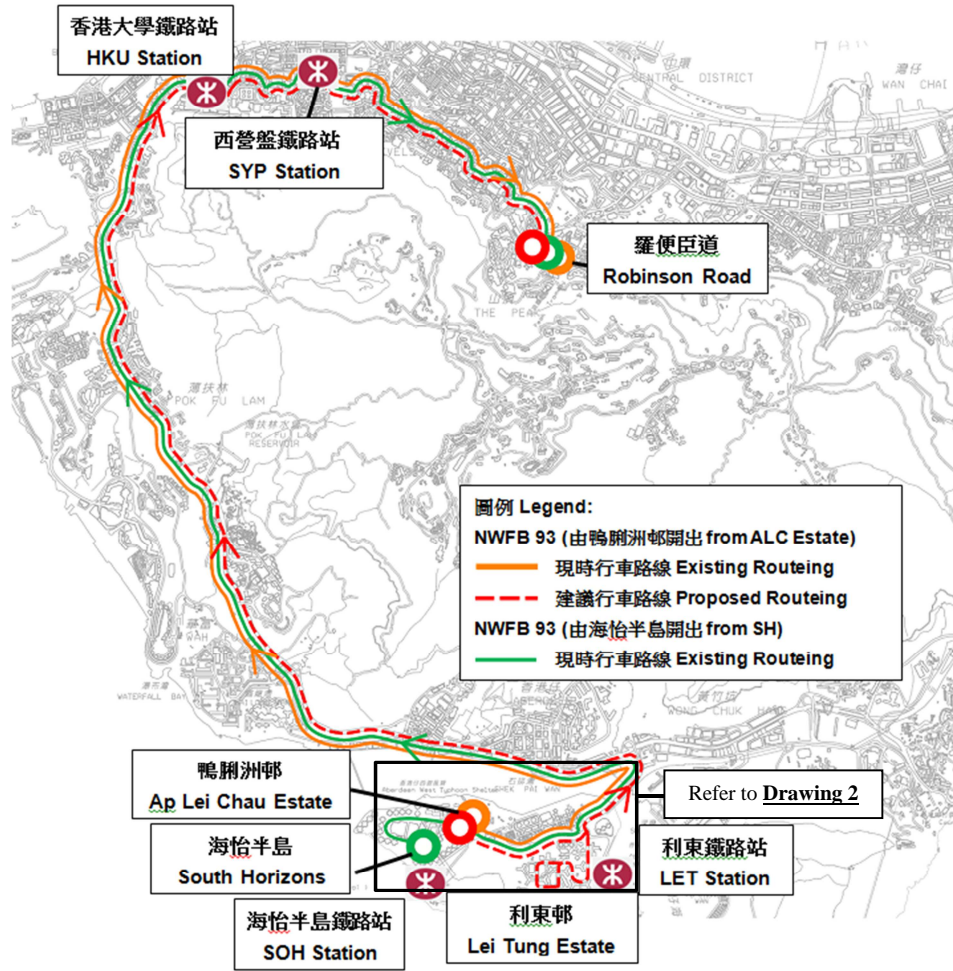
Arrangements of bus service re-organisation proposal

Amalgamated NWFB route no. 93

| | |
|--------------------|--|
| Route no. | 93 |
| Terminating points | Ap Lei Chau Estate/ South Horizons to Robinson Road |
| Routeing | <p><u>From Ap Lei Chau Estate:</u> via Ap Lei Chau Bridge Road, Ap Lei Chau Drive, Lei Tung Estate Road, Ap Lei Chau Drive, Ap Lei Chau Bridge Road, Aberdeen Praya Road, Shek Pai Wan Road, Pok Fu Lam Road, flyover, Bonham Road, Park Road and Robinson Road.</p> <p><u>From South Horizons:</u> (no change) via South Horizon Drive, Ap Lei Chau Bridge Road, Aberdeen Praya Road, Shek Pai Wan Road, Pok Fu Lam Road, flyover, Bonham Road, Park Road and Robinson Road.</p> |
| Service hours | <p><u>Mondays to Fridays</u> <u>(except public holidays and school holidays)</u> <u>From Ap Lei Chau Estate</u> 6.50 a.m. and 7.05 a.m. (2 departures) <u>From South Horizons</u> (no change) 7.00 a.m. and 7.15 a.m. (2 departures)</p> |
| Fare per journey | \$6.9 |
| Vehicle allocation | 4 double-deck buses |

(Proposed changes are in bold type.)

Drawing 1



Drawing 2



Bus Service Re-organisation Proposal
(Package 7)

Area : **Ap Lei Chau to Kowloon East via Eastern Harbour Crossing**
Routes : **Cross Harbour Route no. 671 (Ap Lei Chau (Lee Lok Street)**
involved : **- Diamond Hill Station**

Background

1. Cross Harbour Route (XHT) no. 671 mainly provides bus services to residents in Ap Lei Chau. It travels between Kowloon East (including Kwun Tong and Wong Tai Sin districts currently covered by railway service) via Eastern Harbour Crossing and its journey time is about 90 minutes. **Annex 11(1)** summarises the existing service details and passenger demand patterns of the route.
2. The two new railway stations in Ap Lei Chau (i.e. Lei Tung Station and South Horizons Station) will come into operation to tie in with the commissioning of the SIL(E). It is expected that a majority of the passengers in Ap Lei Chau who take XHT route no. 671 will switch to railway service for direct access to Kowloon East due to shorter journey time. In this connection, the TD and the bus companies consider it necessary to re-organise the services provided by this cross harbour route.

Proposed Arrangements

XHT route no. 671: Adjustment of service hours and re-routeing

3. XHT route no. 671 mainly provides bus service to and from Kowloon East via Eastern Harbour Crossing for residents in Ap Lei Chau. Upon the commissioning of the SIL(E), the service area of the route will overlap with that of railway service. The journey time between Lei Tung Station / South Horizons Station and Kowloon East will only be about 40 minutes and about 50 minutes can be saved as compared with the current journey time required by XHT route no. 671. It is expected that passengers of the route will switch to railway service, resulting in a significant drop in patronage.
4. At present, passenger demand for XHT route no. 671 mainly falls within

Annex 11

during the peak periods, with the average occupancy rate during the busiest one hour reaching about 90%. However, patronage during off-peak periods remains at a very low level, with the average hourly occupancy rate being as low as about 35%. It is proposed to cancel the services of this route during off-peak periods upon the commissioning of the SIL(E). During the previous consultation period, some District Council members, community representatives and local residents suggested maintaining the services of the route during peak periods. To enhance the attractiveness of the route to passengers plying between the Southern district and Kowloon East, it is also proposed to divert both bound journeys of the route via Eastern Harbour Crossing and omit King's Road. The proposed service details for the re-routed XHT route no. 671 are appended at **Annex 11(2)**. A list of alternative services available to affected passengers of CTB route no. 671 is appended at Table 1.

Table 1 – Substitute services available to affected passengers of XHT route no. 671

| Affected Passengers | Substitute Services | | | | |
|--|----------------------------|----------------------------|-----------------------------|---|-------------------------------|
| | Transport Modes | Fares (Section fares) | Differences | Journey Time | Differences |
| Southern district on Hong Kong Island < > Kowloon East | MTR | \$13.8* (estimate) | +\$2.7 (estimate) | About 25 to 43 minutes (estimate) | -20 to -47 minutes (estimate) |
| Southern district on Hong Kong Island < > Eastern District on Hong Kong Island | MTR | \$6.5 to \$8.0* (estimate) | -\$0.1 to -\$4.6 (estimate) | About 11 to 22 minutes (estimate) | -9 to -23 minutes (estimate) |
| | CTB route no.99 | \$7.0 (\$6.2) | -\$4.1 (-\$1.9) | About 40 to 50 minutes | Similar |
| Eastern district on Hong Kong Island < > Kowloon East | MTR | \$9.4 to \$13.8* | -\$1.1 to +\$2.7 | About 11 to 27 minutes | -9 to -22 minutes |
| | XHT route nos. 601 and 619 | \$9.8 (\$9.3) | -\$1.3 (same) | About 20 to 35 minutes (reaching Lam Tin/ Kwun Tong only) | Similar |

* This is the estimated fare for the SIL(E). The actual fare will be subject to future announcement by the MTR.

Existing service details and passenger demand patterns

XHT route no. 671

XHT route no. 671 provides bus services connecting Southern district, Wan Chai, the Eastern district and Kowloon East (including Kwun Tong and Wong Tai Sin districts currently covered by railway service). Its existing service details are as follows:

| | |
|---|---|
| Route no. | 671 |
| Terminating points | Ap Lei Chau (Lee Lok Street) – Diamond Hill Station |
| Service hours | <p><u>From Ap Lei Chau (Lee Lok Street):</u> <u>Mondays to Saturdays</u> 6.25 a.m. – 8.15 p.m. <u>Sundays and public holidays</u> 7.30 a.m. – 7.45 p.m.</p> <p><u>From Diamond Hill Station:</u> <u>Mondays to Saturdays</u> 6.30 a.m. – 8.15 p.m. <u>Sundays and public holidays</u> 7.30 a.m. – 7.45 p.m.</p> |
| Peak headway | 12 to 25 minutes |
| Average patronage (the busiest one hour) | About 90% |
| Fare per journey | \$11.1 |
| Vehicle allocation | 11 double-deck buses |

Existing passenger demand patterns of the route include:

- (i) About 65% of passengers ply between the Southern district on Hong Kong Island and Kowloon East (i.e. Lam Tin/Kwun Tong/Choi Hung/Diamond Hill).
- (ii) About 10% of passengers ply between the Southern district and the Eastern district on Hong Kong Island (i.e. Tin Hau/Fortress Hill/North Point). Apart from this route, they can also choose CTB route no. 99.
- (iii) About 20% of passengers ply between the Eastern district on Hong Kong

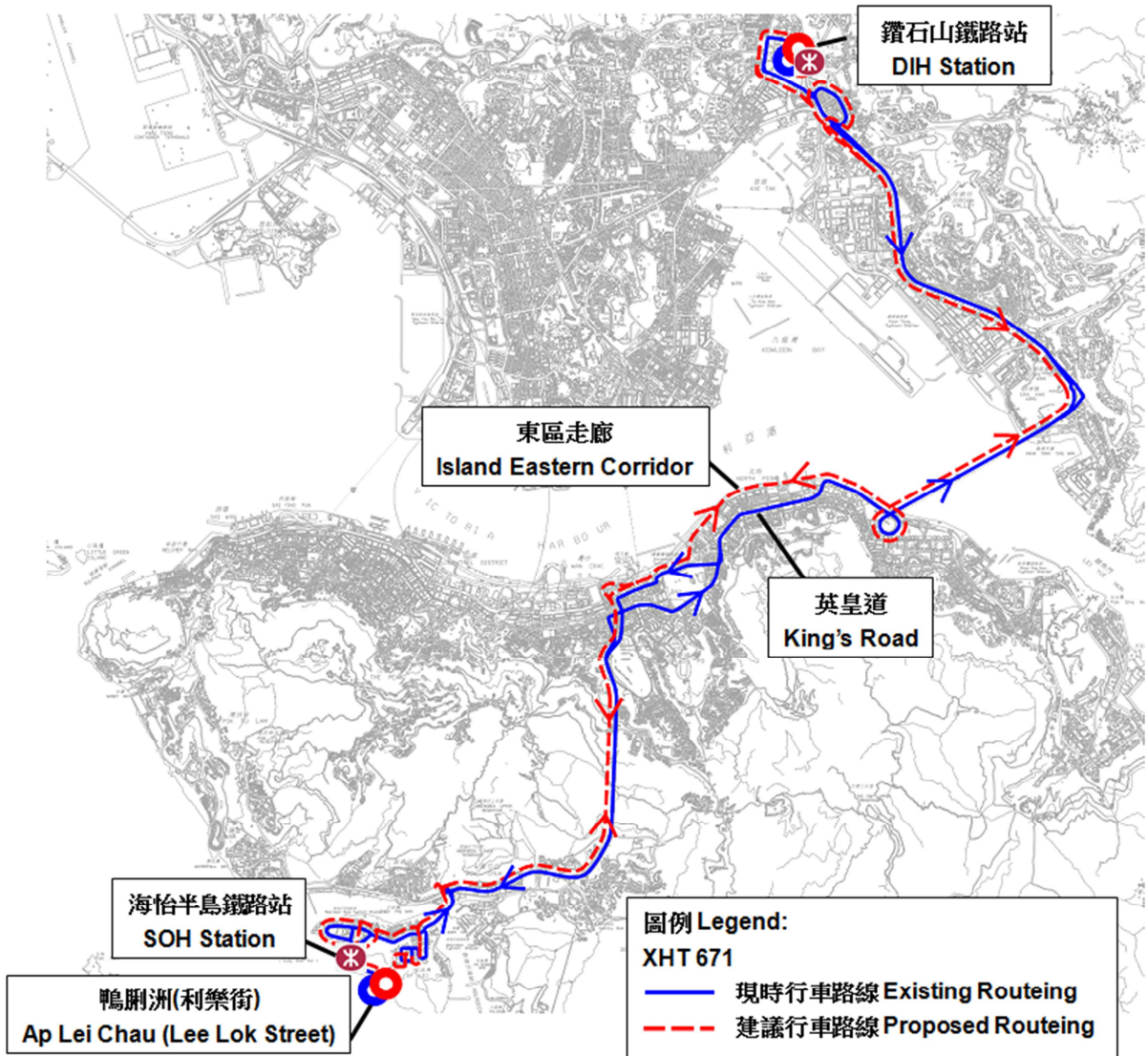
Annex 11(1)

Island and Kowloon East. Apart from this route, they can also choose XHT route nos. 601 (Admiralty (East) – Po Tat Estate) or no. 619 (Central (Macau Ferry) – Shun Lee Estate).

Arrangements of bus service re-organisation proposalXHT route no. 671

| | |
|--------------------|---|
| Route no. | 671 |
| Terminating points | Ap Lei Chau (Lee Lok Street) – Diamond Hill Station |
| Routeing | <p><u>From Ap Lei Chau (Lee Lok Street):</u> via Lee Lok Street, Lee Nam Road, Yi Nam Road, South Horizon Drive, Ap Lei Chau Bridge Road, Ap Lei Chau Drive, Lei Tung Estate Road, Ap Lei Chau Drive, Ap Lei Chau Bridge Road, Wong Chuk Hang Road, Aberdeen Tunnel, Canal Road flyover, Victoria Park Road, Island Eastern Corridor, Eastern Harbour Crossing, Lei Yue Mun Road, Kwun Tong Road, Kwun Tong Road underpass, Kwun Tong Road, flyover, Lung Cheung Road, Hammer Hill Road, Choi Hung Road, Po Kong Village Road, Fung Tak Road and Lung Poon Street.</p> <p><u>From Diamond Hill Station:</u> via Lung Poon Street, Tai Hom Road, Sheung Yuen Street, Fung Tak Road, Po Kong Village Road, Choi Hung Road, Choi Hung access road, Prince Edward Road East, Kwun Tong Road, Kwun Tong Road underpass, Kwun Tong Road, Lei Yue Mun Road, Lam Tin Public Transport Interchange, Lei Yue Mun Road, Eastern Harbour Crossing, Island Eastern Corridor, Gloucester Road, Canal Road flyover, Aberdeen Tunnel, Wong Chuk Hang Road, Ap Lei Chau Bridge Road, Ap Lei Chau Drive, Lei Tung Estate Road, Ap Lei Chau Drive, Ap Lei Chau Bridge Road, Yi Nam Road, South Horizon Drive, Ap Lei Chau Bridge Road, Lee Nam Road, Lee Hing Street and Lee Lok Street.</p> |
| Service hours | <p><u>From Ap Lei Chau (Lee Lok Street):</u> 6.45 a.m. – 7.45 a.m. daily (3 departures) and 5.15 p.m. – 6.15 p.m. daily (3 departures)</p> <p><u>From Diamond Hill Station:</u> 6.45 a.m. – 7.45 a.m. daily (3 departures) and 5.15 p.m. – 6.15 p.m. daily (3 departures)</p> |
| Peak headway | 30 minutes |
| Fare per journey | \$11.1 |
| Vehicle allocation | <p>6 double-deck buses (morning) 6 double-deck buses (afternoon)</p> |

(Proposed changes are in bold type)



Bus service re-organisation proposal
(Package 8)

Area : **Stanley**
Routes : **Cross Harbour Route no. 973 (Stanley Market – Tsim Sha Tsui (Mody Road))**
involved **Cross Harbour Route no. 973P (Shum Wan to Tsim Sha Tsui (Mody Road))**
NWFB route no. 66 (Stanley (Ma Hang Estate) – Central (Exchange Square))

Background

1. Cross Harbour Route (XHT) no. 973 mainly provides bus service to residents in Stanley. It travels to and from Tsim Sha Tsui via Western Harbour Crossing, Wong Chuk Hang and Pok Fu Lam Road in Western district. XHT route no. 973P is a supplementary service to XHT route no. 973. It operates 3 short-working departures from Shum Wan to Tsim Sha Tsui during the morning peak periods on weekdays only. NWFB route no. 66 plies between Stanley and the northern shore of Hong Kong Island (including Central to Wan Chai) during the morning and afternoon peak periods on weekdays. **Annex 12(1)** summarises the existing service details and passenger demand patterns of the three routes.

2. To tie in with the commissioning of the SIL(E), the TD and the bus companies will provide rail feeder services to the new railway stations, including the new GMB route no. 40M (Stanley Prison – Ocean Park Station) and CTB route no. 73 (Stanley Prison - Cyberport)(via Ocean Park Station and Wong Chuk Hang Station) for convenient access to the SIL(E) by residents of Stanley. In response, the travelling pattern of the residents of Stanley is expected to change. Some of the passengers currently using bus services to travel to and from the northern shore of Hong Kong Island or other destinations will use the GMB/bus rail feeder services connecting to Ocean Park Station or Wong Chuk Hang Station for interchange with railway service, resulting in a drop in patronage on the bus routes serving Stanley. Moreover, residents in Shum Wan and Wong Chuk Hang can have convenient access to Wong Chuk Hang Station for using railway service. In this connection, the TD and the bus companies consider it necessary to re-organise the services of the three bus routes.

Proposed Arrangements

Amalgamation of XHT route nos. 973 and 973P

3. Upon the commissioning of the SIL(E), the routing of XHT route nos. 973 and 973P between Wong Chuk Hang and Tsim Sha Tsui will overlap with that of railway service. As the railway service has a more frequent and stable service and a shorter journey time than the two bus routes, with a saving of about 30 minutes as compared with the current journey time required by the two bus routes, it is expected that there will be a drop in patronage in the two bus routes. In this connection, it is proposed to amalgamate XHT route no. 973 with XHT route no. 973P and re-number the route as XHT route no. 973 upon the commissioning of the SIL(E).

4. The proposed amalgamated XHT route no. 973 will have its first three departures from Stanley diverted via Shum Wan on Mondays to Fridays (except public holidays) to cover the service areas of the existing XHT route no. 973P, and have its departure times of the first three departures advanced by about 10 minutes so that the journey time of the route for travelling to Tsim Sha Tsui will be more or less the same as that of the existing XHT route no. 973P. Moreover, upon implementation of the proposal, the bus company will adjust the frequency having regard to the change in patronage of XHT route no. 973.

Shortening of service hours of NWFB route no. 66

5. At present, the service area of NWFB route no. 66 overlaps with that of the CTB route no. 6 (Central (Exchange Square) – Stanley Prison), and the fare level of the latter is lower. Patronage of NWFB route no. 66 has thus consistently remained at a low level, with an average of only 45 passengers per trip. Upon the commissioning of the SIL(E), the travelling pattern of some of the passengers of NWFB route no. 66 is expected to change. They will choose the bus/GMB rail feeder services connecting to Ocean Park Station or Wong Chuk Hang Station for interchange with railway service, resulting in a drop of patronage in the route. During the previous consultation period, some District Council members, community representatives and local residents suggested maintaining the bus service plying between Stanley and Central during peak periods. In this connection, it is proposed to shorten the service

Annex 12

hours, reduce frequency and deploy the bus resources so saved to other routes with higher passenger demand.

6. The proposed service details of the re-organised XHT route no. 973 and NWFB route no. 66 are appended at **Annex 12(2)**.

Existing service details and passenger demand patterns

XHT route no. 973

XHT route no. 973 mainly provides whole-day bus service plying between Stanley and Tsim Sha Tsui via Wong Chuk Hang and the Western district. Its existing service details are as follows:

| | |
|--|--|
| Route no. | 973 |
| Terminating points | Stanley Market – Tsim Sha Tsui (Mody Road) |
| Service hours | <p style="text-align: center;"><u>From Stanley Market:</u> Mondays to Saturdays (except public holidays) 7.05 a.m. – 10.05 p.m. Sundays and public holidays 8.05 a.m. – 10.05 p.m.</p> <p style="text-align: center;"><u>From Tsim Sha Tsui (Mody Road):</u> Mondays to Saturdays (except public holidays) 8.30 a.m. – 10.05 p.m. Sundays and public holidays 8.00 a.m. – 10.05 p.m.</p> |
| Peak headway | 15 – 24 minutes |
| Average patronage (the busiest one hour) | About 62% |
| Fare per journey | \$13.6 |
| Vehicle allocation | 4 double-deck buses |

XHT route no. 973P

XHT route no. 973P provides a morning peak only service from Shum Wan to Tsim Sha Tsui. Its existing service details are as follows:

| | |
|---|--|
| Route no. | 973P |
| Terminating points | Shum Wan to Tsim Sha Tsui (Mody Road) |
| Service hours | <u>Mondays to Fridays (except public holidays)</u> 7.40 a.m., 8.05 a.m. and 8.25 a.m. (3 departures) |
| Average patronage (the busiest one hour) | About 54% |
| Fare per journey | \$11.1 |
| Vehicle allocation | 1 double-deck bus |

Existing passenger demand patterns of the route include:

- (i) About 25% of passengers travel from Shum Wan/Wong Chuk Hang to Tsim Sha Tsui. Upon the commissioning of the SIL(E), it is expected that these passengers will switch to the railway service due to a saving of about 30 minutes in journey time.
- (ii) About 20% of passengers travel from the Central and Western District to Tsim Sha Tsui. Apart from this route, they can also choose railway service and XHT route no. 973.
- (iii) About 50% of passengers travel from Aberdeen and Pok Fu Lam Road to Tsim Sha Tsui. Apart from this route, they can also choose XHT route no. 973.
- (iv) About 5% of passengers travel from Wong Chuk Hang and Aberdeen to Pok Fu Lam Road and the Central and Western District. Apart from this route, they can also choose CTB route no. 37A (Chi Fu Fa Yuen - Central)(Circular) and XHT route no. 973.

NWFB route no. 66

NWFB route no. 66 provides morning and evening peak-only service on weekdays plying between Ma Hang Estate and the northern shore of Hong Kong Island. Its existing service details are as follows:

| | |
|--|---|
| Route no. | 66 |
| Terminating points | Stanley (Ma Hang Estate) – Central (Exchange Square) |
| Service hours | <u>Mondays to Fridays (except public holidays)</u> <u>From Stanley (Ma Hang Estate):</u> 6.45 a.m. – 8.50 a.m. 3.20 p.m. – 7.30 p.m. <u>From Central (Exchange Square):</u> 7.00 a.m. – 8.55 a.m. 3.20 p.m. – 7.30 p.m. |
| Peak headway | 12 to 32 minutes |
| Average patronage (the busiest one hour) | About 63% |
| Fare per journey | \$8.9 |
| Vehicle allocation | 5 double-deck buses |

Existing passenger demand patterns of the route include:

- (i) About 40% of passengers ply between Stanley and the northern shore of Hong Kong Island (i.e. Central to Wan Chai). Apart from this route, these passengers can also choose CTB route nos. 6, 6X (Central (Exchange Square) – Stanley Prison) and 260 (Central (Exchange Square) – Stanley Prison).
- (ii) About 40% of passengers ply between Wan Chai Mid-Levels area (i.e. Stubbs Road to Wong Nai Chung Gap Road) and the northern shore of Hong Kong Island. Apart from this route, they can also choose CTB route no. 6.
- (iii) About 10% of passengers ply between Stanley and Wan Chai Mid-Levels. Apart from this route, they can also choose CTB route no. 6.
- (iv) About 10% of passengers ply between Central and Wan Chai. Apart from this route, they can also choose railway service or other bus routes.

Arrangements of bus service re-organisation proposal

Amalgamated XHT route no. 973

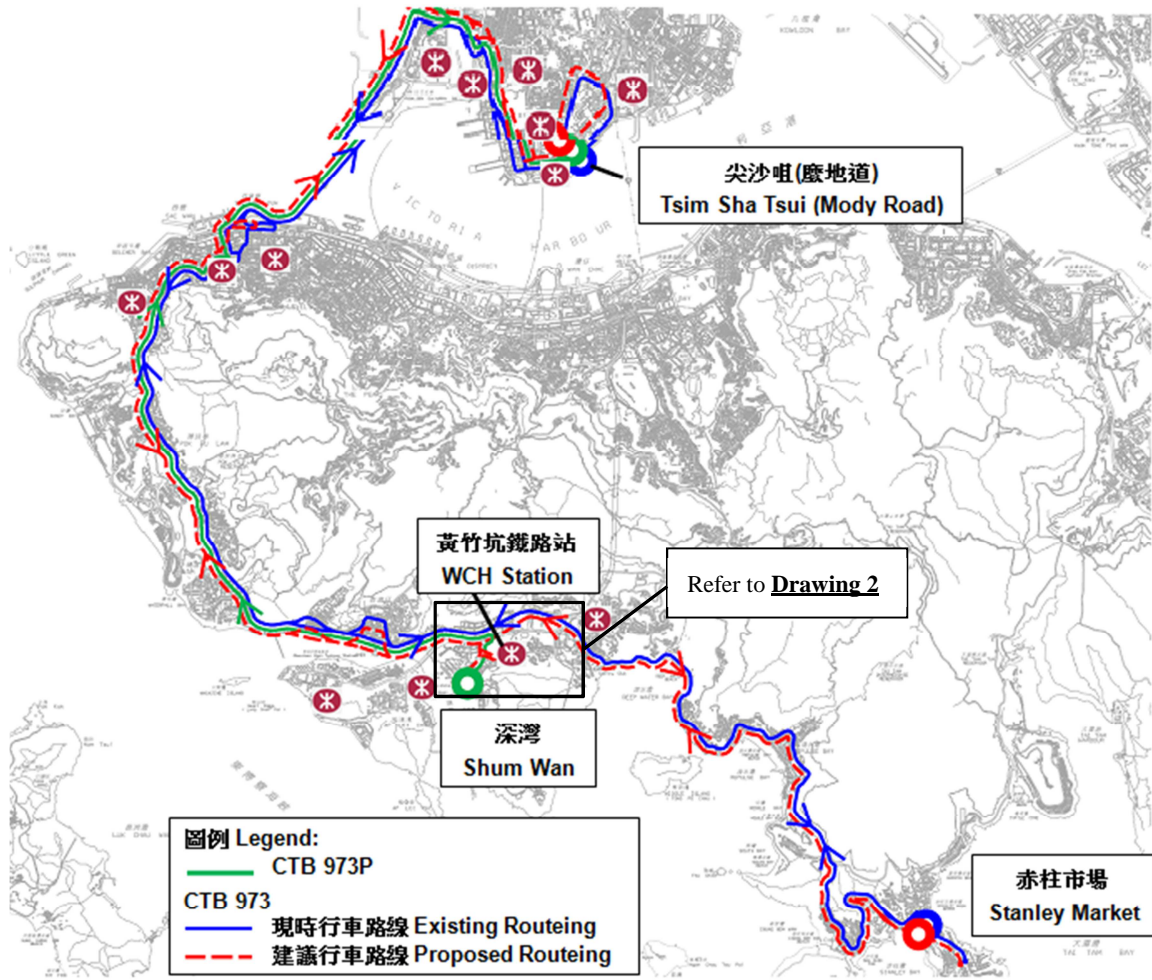
| | |
|--------------------|--|
| Route no. | 973 |
| Terminating points | Stanley Market – Tsim Sha Tsui (Mody Road) |
| Routeing | <p><u>From Stanley Market:</u> via Stanley Village Road, Tung Tau Wan Road, Stanley Village Road, Carmel Road, Ma Hang Estate Public Transport Interchange, Carmel Road, Cape Road, Chung Hom Kok Road, Stanley Gap Road, Repulse Bay Road, Island Road, Wong Chuk Hang Road, *(Ocean Park Road, Ocean Park Bus Terminus, Ocean Park Road, Wong Chuk Hang Road), #(Nam Long Shan Road, Shum Wan Road, Shum Wan Bus Terminus, Shum Wan Road, Nam Long Shan Road, Wong Chuk Hang Road), Aberdeen Praya Road, Shek Pai Wan Road, Pok Fu Lam Road, Second Street, Water Street, Connaught Road West, Western Harbour Crossing, West Kowloon Highway, Jordan Road Bridge, Jordan Road, Road D1A(S), Wui Cheung Road, Canton Road, Kowloon Park Drive and Salisbury Road.</p> <p># Departures from Stanley Market at about 6.55 a.m., about 7.20 a.m. and about 7.42 a.m. from Mondays to Fridays (except public holidays) will be diverted via Shum Wan Bus Terminus.</p> <p>* Departures from Stanley Market between about 3.25 p.m. and about 7.20 p.m. on Saturdays (except public holidays) and between about 3.30 p.m. and about 7.15 p.m. on Sundays and public holidays will be diverted via Ocean Park Bus Terminus.</p> <p><u>From Tsim Sha Tsui (Mody Road):</u> (no change) via Mody Road, Chatham Road South, Salisbury Road, Hong Chong Road, Hong Tat Path, Cheong Wan Road, Chatham Road South, Salisbury Road, Kowloon Park Drive, Canton Road, Salisbury Road, Kowloon Park Drive, Canton Road, Jordan Road, Lin Cheung Road, West Kowloon Highway, Western Harbour Crossing, flyover, Connaught Road West, Western Street, Queen’s Road West, Pok Fu Lam</p> |

Annex 12(2)

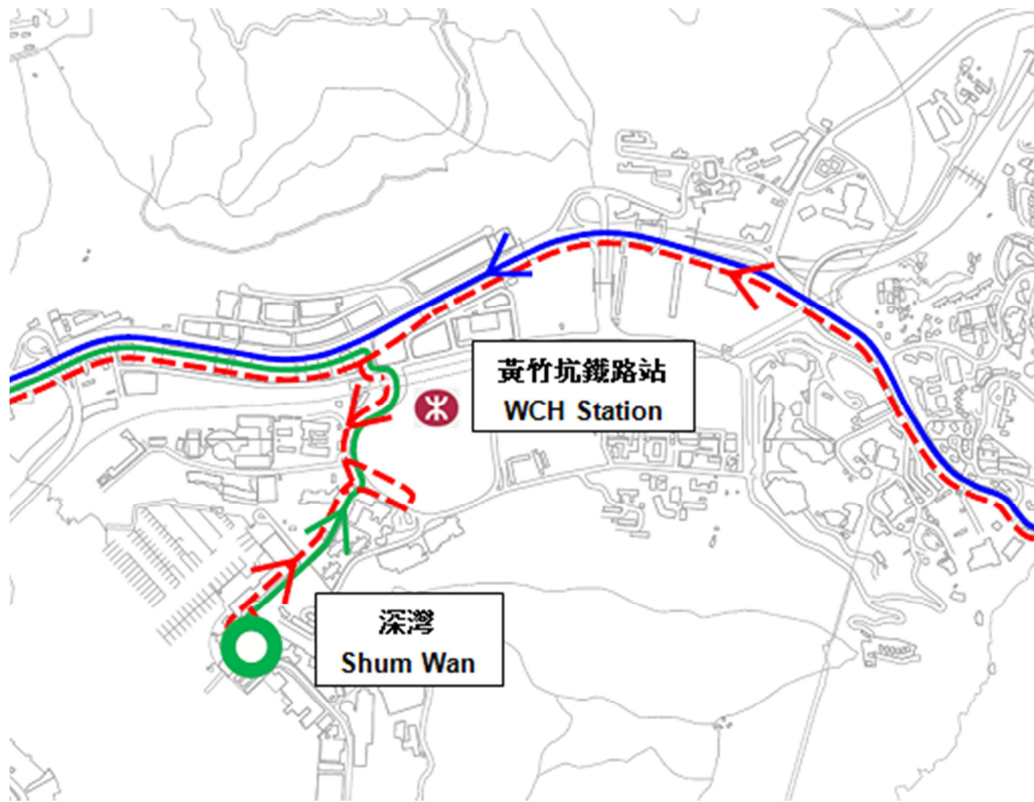
| | |
|--------------------|--|
| | <p>Road, Shek Pai Wan Road, Aberdeen Praya Road, Aberdeen Main Road, Wong Chuk Hang Road, **(Ocean Park Road, Ocean Park Bus Terminus, Ocean Park Road, Wong Chuk Hang Road,) Island Road, Repulse Bay Road, Stanley Gap Road, Chung Hom Kok Road, Cape Road, Carmel Road, Ma Hang Estate Public Transport Interchange, Carmel Road, Stanley Village Road, Tung Tau Wan Road and Stanley Village Road.</p> <p>** Departures from Tsim Sha Tsui between about 8.30 a.m. and about 12.55 p.m. on Saturdays (except public holidays) and between about 8 a.m. and about 12.45 p.m. on Sundays and public holidays will be diverted via Ocean Park Bus Terminus.</p> |
| Service hours | <p><u>From Stanley Market:</u> Mondays to Fridays (except public holidays) 6.55 a.m. – 10.05 p.m. Saturdays (except public holidays) 7.05 a.m. – 10.05 p.m. Sundays and public holidays 8.05 a.m. – 10.05 p.m.</p> <p><u>From Tsim Sha Tsui (Mody Road):</u> Mondays to Saturdays (except public holidays) 8.30 a.m. – 10.05 p.m. Sundays and public holidays 8.00 a.m. – 10.05 p.m.</p> |
| Peak headway | 15 to 30 minutes |
| Fare per journey | \$13.6 |
| Vehicle allocation | 4 double-deck buses |

(Proposed changes are in bold type)

Drawing 1



Drawing 2



NWFB route no. 66

| | |
|--------------------|---|
| Route no. | 66 |
| Terminating points | Stanley (Ma Hang Estate) - Central (Exchange Square) |
| Service hours | <u>Mondays to Fridays (except public holidays)</u> <u>From Stanley (Ma Hang Estate):</u> 7.00 a.m. – 8.30 a.m. 4.30 p.m. – 6.00 p.m. <u>From Central (Exchange Square):</u> 8.15 a.m. and 8.45 a.m. 5.50 p.m. and 6.20 p.m. |
| Peak headway | 30 minutes |
| Fare per journey | \$8.9 |
| Vehicle allocation | 4 double-deck buses |

(Proposed changes are in bold type)

Bus Service Re-organisation Proposal
(Package 9)

Cancellation of Franchised Bus Routes Operating in Peak Periods

Routes : **CTB route no. 47P (Kennedy Town (Belcher Bay) to Wong Chuk Hang)**
involved **NWFB route no. 95B (South Horizons - Wong Chuk Hang)(Circular)**
CTB route no. 97A (Main Street Ap Lei Chau/ Lei Tung Estate - Shum Wan)
(Circular)

Background

1. CTB route no. 47P operates three departures from Kennedy Town to Wong Chuk Hang (via Victoria Road) during morning peak period on weekdays. NWFB route no. 95B and CTB route no. 97A are internal routes in Southern district, connecting Ap Lei Chau with Wong Chuk Hang and Shum Wan during peak periods on weekdays. The service areas of these three routes largely overlap with that of the SIL(E). **Annex 13(1)** summarises the existing service details and passenger demand patterns of the three routes.

Proposed Arrangements

Cancellation of CTB route no. 47P, NWFB route no. 95B and CTB route no. 97A

2. Upon the commissioning of the SIL(E), it is expected that railway service will be more efficient than the three routes. It will only take 18 minutes from Kennedy Town to Wong Chuk Hang in railway service and save about 36 minutes in journey time when compared to CTB route no. 47P. On the other hand, It will only take about 3 to 6 minutes to travel between South Horizons/ Lei Tung and Wong Chuk Hang in railway service and save about 5 to 9 minutes in journey time when compared to NWFB route no. 95B and CTB route no. 97A. In this connection, it is expected that large number of passengers currently using these three routes will switch to go to the new railway stations in the district and take the more efficient railway service, resulting in significant drop in their patronage. In this connection, the TD and bus companies propose to cancel the three peak periods-only routes.

Lists of alternative railway service available to affected passengers of CTB route no. 47P, NWFB route no. 95B and CTB route no. 97A are appended at Table 1, Table 2 and Table 3 respectively.

Table 1 – Alternative railway service available to affected passengers of CTB route no. 47P

| Affected Passengers | Alternative Railway service | | | | |
|--|------------------------------------|----------------------|----------------------|--------------------------------|---------------------------|
| | Transport Modes | Fares | Differences | Journey Time | Differences |
| Kennedy Town to Wong Chuk Hang | MTR | \$6.5* (estimate) | +\$1.4 (estimate) | About 18 minutes (estimate) | -36 minutes (estimate) |
| | GMB route no. 59 | \$7.4 | +2.3 | About 30 minutes | -24 minutes |
| Kennedy Town to Aberdeen | XHT route no. 971 | \$6.5 | +\$1.4 | About 45 minutes | Similar |
| | GMB route nos. 58 / 59 | \$6.5/\$7.4 | +\$1.4/+\$2.3 | About 25 minutes | -20 minutes |
| Kennedy Town to Victoria Road | CTB route no. 43M | \$5.3 | +\$0.2 | About 35 minutes | Similar |
| | GMB route nos. 58 / 59 | \$6.5 | +\$1.4 | About 20 minutes | -15 minutes |
| Victoria Road to Wong Chuk Hang / Aberdeen | GMB route nos. 58 / 59 | \$6.5 | +\$1.4 | About 20 to 30 minutes | -15 minutes |

* This is the estimated fare for the SIL(E). The actual fare will be subject to future announcement by the MTR.

Table 2 – Alternative Railway service available to affected passengers of NWFB route no. 95B

| Affected Passengers | Alternative Railway service | | | | |
|------------------------------------|------------------------------------|----------------------|----------------------|---------------------|--------------------------|
| | Transport Mode | Fares | Differences | Journey Time | Differences |
| Wong Chuk Hang ◊ South Horizons | MTR | \$4.4* (estimate) | +\$1.2 (estimate) | About 6 minutes | -9 minutes (estimate) |

Annex 13

| | | | | | |
|----------------------------|---------------------------------------|--|--|-------------------------------|--------------------------|
| | | | | (estimate) | |
| | GMB route no. 29 | \$3.4 | +\$0.2 | About 10 minutes | -5 minutes |
| Wong Chuk Hang <> Lei Tung | MTR | \$4.4* (estimate) | +\$1.2 (estimate) | About 3 minutes (estimate) | -5 minutes (estimate) |
| South Horizons <> Lei Tung | MTR | \$4.4* (estimate) | +\$1.2 (estimate) | About 3 minutes (estimate) | -7 minutes (estimate) |
| | CTB route no. 99 or NWFB route no. 91 | <u>Lei Tung bound</u> \$7.0/\$5.6 <u>South Horizons bound</u> \$3.0/\$3.2 | <u>Lei Tung bound</u> \$3.8/\$2.4 <u>South Horizons bound</u> -\$0.2/Same | About 10 minutes | Similar |

* This is the estimated fare for the SIL(E). The actual fare will be subject to future announcement by the MTR.

Table 3 – Alternative Railway service available to affected passengers of CTB route no. 97A

| Affected Passengers | Alternative Railway service | | | | |
|--|-----------------------------|----------------------|----------------------|-------------------------------|--------------------------|
| | Transport Mode | Fares | Differences | Journey Time | Differences |
| Shum Wan / Wong Chuk Hang <> Main Street Ap Lei Chau | MTR | \$4.4* (estimate) | +\$1.9 (estimate) | About 3 minutes (estimate) | -7 minutes (estimate) |
| | GMB route no. 29 | \$3.4 | +\$0.9 | About 10 minutes | Similar |
| Shum Wan / Wong Chuk Hang <> Lei Tung Estate | MTR | \$4.4* (estimate) | +\$1.9 (estimate) | About 3 minutes (estimate) | -7 minutes (estimate) |

* This is the estimated fare for the SIL(E). The actual fare will be subject to future announcement by the MTR.

Existing service details and passenger demand patterns

CTB route no. 47P

CTB route no. 47P operates from Kennedy Town to Wong Chuk Hang (via Victoria Road) during morning peak periods. Its existing service details are as follows:

| | |
|---|--|
| Route no. | 47P (Morning peak period service) |
| Terminating points | Kennedy Town (Belcher Bay) to Wong Chuk Hang |
| Service hours | Mondays to Saturdays (except public holidays) 6.45 a.m., 7.30 a.m. and 8.00 a.m. (3 departures) |
| Average patronage (the busiest one hour) | About 67% |
| Fare per journey | \$5.1 |
| Vehicle allocation | 2 double-deck buses |

The average number of passengers per trip is only 76. Existing passenger demand patterns of the route include:

- (i) About 40% of passengers travel from Kennedy Town to Wong Chuk Hang. They are likely to choose the more efficient railway service upon the commissioning of the SIL(E), and save about 36 minutes of journey time. They can also choose GMB route no. 59 (Kennedy Town Station – Shum Wan Road Public Transport Terminus) to Wong Chuk Hang.
- (ii) About 20% of passengers travel from Kennedy Town to Aberdeen. They can also choose the following bus and GMB railway service including:
 1. XHT route no. 971 (Shek Pai Wan – Hoi Lai Estate)
 2. GMB route no. 58 (Aberdeen (Wu Nam Street) – Kennedy Town) and route no. 59, and
 3. Railway service to Wong Chuk Hang Station, and interchange GMB or bus rail feeder railway service to Aberdeen.
- (iii) About 20% of passengers travel from Kennedy Town to Victoria Road. They can also choose CTB route no. 43M (Tin Wan – Shek Tong Tsui), GMB route nos. 58 or 59.
- (iv) About 20% of passengers travel from Victoria Road to Wong Chuk Hang/Aberdeen. They can also choose XHT route no. 971, GMB route nos. 58 or 59.

NWFB route no. 95B

NWFB route no. 95B is an internal route in Southern district connecting Ap Lei Chau and Wong Chuk Hang, and only operates during morning peak period. Its existing service details are as follows:

| | |
|---|--|
| Route no. | 95B (Morning peak period service) |
| Terminating points | South Horizons – Wong Chuk Hang (Circular) |
| Service hours | Mondays to Saturdays (except Public Holidays) 6.55 a.m. – 9.15 a.m. |
| Peak headway | 20 minutes |
| Average patronage (the busiest one hour) | About 54% |
| Fare per journey | \$3.2 |
| Vehicle allocation | 2 double-deck buses |

The demand for this route is at a very low level and the average number of passengers per trip is only 50, and the operating situation is unsatisfactory. Existing passenger demand patterns of the route include:

- (i) About 50% of passengers travel between South Horizons/ Ap Lei Chau Estate and Lei Tung Estate. The service area of this section will overlap with that of railway service upon the commissioning of the SIL(E), and they are likely to choose the more efficient railway service, and save about 7 minutes of journey time.
- (ii) About 15% of passengers travel between South Horizons/Ap Lei Chau Estate and Wong Chuk Hang. Apart from this route, they can also choose railway service, or GMB route no. 29 (Ap Lei Chau Estate – Shum Wan Road Public Transport Terminus).
- (iii) About 35% of passengers travel between Lei Tung Estate and Wong Chuk Hang. Apart from this route, they can also choose railway service.

CTB route no. 97A

CTB route no. 97A is an internal route in Southern district connecting Main Street Ap Lei Chau/ Lei Tung Estate and Shum Wan/Wong Chuk Hang, and only operates in morning and evening peak periods. Its existing service details are as follows:

| | |
|---|--|
| Route no. | 97A (Peak period service) |
| Terminating points | Main Street Ap Lei Chau/ Lei Tung Estate – Shum Wan (Circular) |
| Service hours | <p><u>From Lei Tung Estate:</u> Mondays to Saturdays (except public holidays) 6.30 a.m. – 9.00 a.m.</p> <p><u>From Main Street Ap Lei Chau:</u> Mondays to Fridays (except public holidays) 7.25 a.m., 9.10 a.m. – 10.00 a.m. 4.00 pm to 7.00 pm Saturdays (except public holidays) 9.10 a.m. – 10.00 a.m.</p> |
| Peak headway | 7 to 20 minutes |
| Average patronage (the busiest one hour) | About 86% |
| Fare per journey | \$2.5 |
| Vehicle allocation | 2 double-deck buses |

The demand for this route is at a very low level and the average number of passengers per trip is only 33, and the operating situation is unsatisfactory. Existing passenger demand patterns of the route include:

- (i) About 10% of passengers travel between Main Street Ap Lei Chau and Shum Wan/Wong Chuk Hang. The service area of this section will overlap with that of railway service upon the commissioning of the SIL(E), and they are likely to choose the more efficient railway service, and save about 7 minutes of journey time. They can also choose GMB route no. 29.
- (ii) About 80% of passengers travel between Lei Tung Estate and Shum Wan/Wong Chuk Hang. As the service area of this section will also overlap with that of railway service upon the commissioning of the SIL(E) and these passengers are likely to choose railway service.

Annex 13(1)

- (iii) About 5% of passengers travel between Lei Tung Estate and Main Street Ap Lei Chau. As there will be entrance of Lei Tung Station provided at Lei Tung Estate and Main Street Ap Lei Chau, it is expected these passengers will make use of the non-paid area of the Lei Tung Station to travel between the two locations.

- (iv) About 5% of passengers travel between Shum Wan and Wong Chuk Hang. They can choose CTB route no. 48 (Shum Wan/Ocean Park – Wah Fu (North)) (Circular), GMB route nos. 29 or 59A (Aberdeen (Tung Sing Road) – Shum Wan Road Public Transport Terminus).

Frequency Adjustments of Franchised Bus and Green Minibus Routes

Upon the commissioning of SIL(E), the TD will adjust the service level of the following franchised bus and GMB routes accordingly to the extent of passenger diversion. Meanwhile, the TD will make reference to the guidelines appended in Annex 3 for adjusting the frequency of franchised bus routes.

| Route | Origin-Destination |
|------------------------------|--|
| Franchised Bus Routes | |
| CTB 37A | Chi Fu Fa Yuen – Central (Cir.) |
| CTB 37B | Chi Fu Fa Yuen – Admiralty (Cir.) |
| CTB 37X | Chi Fu Fa Yuen – Admiralty (Cir.) |
| NWFB 38 | Chi Fu Fa Yuen – North Point Ferry Pier |
| CTB 43M | Tin Wan – Shek Tong Tsui (Cir.) |
| CTB 70 | Wah Kwai Estate – Central (Exchange Square) |
| CTB 72 | Wah Kwai Estate – Causeway Bay (Moreton Terrace) |
| CTB 72A | Shum Wan – Causeway Bay (Moreton Terrace) |
| CTB 90B | South Horizons – Admiralty (East) |
| NWFB 95 | Ap Lei Chau (Lee Nam Road Industrial Area) – Shek Pai Wan (Cir.) |
| CTB 96 | Lei Tung Estate – Causeway Bay (Moreton Terrace) |
| CTB 99 | South Horizons – Shau Kei Wan |
| NWFB 590 | South Horizons – Central (Exchange Square) |
| CTB 592 | South Horizons – Causeway Bay (Moreton Terrace) |
| NWFB 595 | South Horizons – Aberdeen(Cir.) |
| XHT 170 | Wah Fu (Central) – Sha Tin Station |
| XHT 171 | South Horizons – Lai Chi Kok |
| XHT 171A | Lei Tung Estate to Lai Chi Kok |
| XHT 171P | South Horizons to Lai Chi Kok |
| XHT 971 | Shek Pai Wan – Hoi Lai Estate |
| GMB Routes | |
| 27 | Ap Lei Chau (Wai Fung Street) – Aberdeen (Sai On Street) |
| 29 | Ap Lei Chau Estate – Shum Wan Road (Cir.) |
| 39C | Yue On Court (Ap Lei Chau) – Aberdeen (Cir.) |
| 4A | Aberdeen (Shek Pai Wan) – Causeway Bay (Cannon Street) |
| 4B | Aberdeen (Shek Pai Wan) – Wan Chai (Cir.) |
| 4C | Aberdeen (Shek Pai Wan) – Causeway Bay (Cannon Street) |
| 35M | Aberdeen (Shek Pai Wan) – Wan Chai (Johnston Road) |
| 36X | Ap Lei Chau (Ping Lan Street) – Causeway Bay (Lee Garden Road) |
| 37 | Ap Lei Chau (Ping Lan Street) – Lei Tung Estate/Ap Lei Chau Estate (Cir.) |
| 37A | Ap Lei Chau (Ping Lan Street) – Ap Lei Chau Estate/Lei Tung Estate (Cir.) |
| 39M | Yue On Court (Ap Lei Chau) – Tin Hau Station |
| 40 | Stanley Village – Causeway Bay |
| 40X | Stanley Prison – Causeway Bay |



運輸署

Transport Department

TD BR 118/30-2

Our Ref. :

Tel. : 3528 0618

Fax. : 3528 0564

Annex 2

By Fax (2553 7268)

15 December 2016

Southern District Council Traffic and Transport Committee
Southern District Council Secretariat
1/F., Ocean Court,
3 Aberdeen Praya Road,
Aberdeen, Hong Kong

Dear Sir/ Madam,

Arrangements of Feeder Services to New Railway Stations and Transport Facilities to tie in with the Commissioning of South Island Line (East)

South Island Line (East) (“SIL(E)”) will commence operation on 28 December 2016. In connection to the SIL(E) commissioning, the Transport Department (TD) will implement the following arrangements of feeder services to the new railway stations and transport facilities:

A) Feeder Services to New Railway Stations

The TD noted the member’s comments on the proposed feeder services to the new railway stations during the Traffic and Transport Committee meeting on 21 November 2016. After considering the comments, TD decides to maintain the service of NWFB route no. 78 during the SIL(E) commissioning with the terminating point at Wong Chuk Hang Station, and to maintain the service of GMB route no. 36S. In general, the TD will arrange two bus feeder routes and six GMB feeder route to Wong Chuk Hang Station and Ocean Park Station on the first day of the commissioning of the SIL(E).

Wong Chuk Hang Station

1. CTB route no. 48 (Shum Wan – Wah Fu (North))(Circular);
2. NWFB route no. 78 (Wong Chuk Hang Station – Wah Kwai Estate)(Circular);
3. GMB route no. 4M (Aberdeen (Shek Pai Wan) – Wong Chuk Hang Station);
4. GMB route no. 5M (Grantham Hospital – Wong Chuk Hang Station);
5. GMB route no. 29 (Ap Lei Chau Estate – Shum Wan Road Public Transport Terminus)(Circular);
6. Special departures of GMB route no. 59A (Aberdeen (Tung Sing Road) – Shum Wan Road Public Transport Terminus); and
7. GMB route no. 69A (Cyberport – Wong Chuk Hang Station).

香港灣仔告士打道七號入境事務大樓四十一樓

41st floor Immigration Tower 7 Gloucester Road Wan Chai Hong Kong

電話 Tel (852) 2804 2600 傳真 Fax (852) 2824 0433

網址 Web Site: <http://www.td.gov.hk>

Ocean Park Station

1. GMB route no. 40M (Stanley (Stanley Prison) – Ocean Park Station).

Please refer to **Annex 1** for the service details of the above-mentioned routes.

Regarding the re-organisation proposals of the affected bus routes in Public Transport Re-organisation Plan, TD will keep in close view any changes in travelling pattern and demand of residents in the Southern District and gather data for analysing changes in passenger demand pattern after the new railway line comes into operation. With the data collected, the TD will work with the bus companies concerned to see whether there is a need to modify the original bus route re-organisation proposals and, if yes, what modifications should be made. In doing so, due regard will be given to the existing Guidelines on Service Improvement and Reduction in Bus Route Planning Programme, the actual demand as reflected by the data collected, and comments previously provided by the members. Relevant information will be submitted to the TTC for reference and the TTC's views on the revised proposals will be sought. The TD plans to implement the bus route re-organisation proposals in phases within six months upon the commissioning of the new railway line.

B) Public Transport Facilities

i) Wong Chuk Hang Station

Bus bays, GMB stands, a taxi stand will be provided along the section of Heung Yip Road outside Exit A of Wong Chuk Hang Station and these facilities will commence operation upon the commissioning of SIL(E). The two bus routes and five GMB routes connecting Wong Chuk Hang Station as described in Part A above will provide services thereat.

ii) Ocean Park Station

A GMB drop-off point will be provided at the access road outside Exit C and a GMB stand will be provided at Ocean Park Road outside Exit B of Ocean Park Station. These facilities will commence operation upon the commissioning of SIL(E) and for the use of GMB route no. 40M.

Please refer to **Annex 2** for the details of the boarding and alighting arrangement of the above-mentioned bus and GMB routes.

If you have any enquiries, please contact the undersigned at 3528 0618.

Yours faithfully,



(Joe LI Chiu-kit)

for Commissioner for Transport

**Service Details of Bus and Green Minibus Feeder Routes
to New Railway Stations and Transport Facilities
to tie in with the Commissioning of South Island Line (East)**

| Route | Terminal Points | Service Hours | Headway | Full Fare | Remarks |
|---|---|--|--|-----------|---|
| Wong Chuk Hang Station | | | | | |
| CTB route no. 48 | Shum Wan – Wah Fu (North) (Circular) | 5.36 a.m. to 11.41 p.m. daily | Peak periods: 4 to 16 minutes Non-peak periods: 12 to 15 minutes | \$3.0 | |
| NWFB route no. 78 | Wong Chuk Hang Station – Wah Kwai Estate (Circular) | 6.10 a.m. to 12.00 midnight daily | Peak periods: 7 to 15 minutes Non-peak periods: 15 minutes | \$3.2 | |
| GMB route no. 4M | Aberdeen (Shek Pai Wan) – Wong Chuk Hang Station | <u>From Aberdeen (Shek Pai Wan):</u> 6.00 a.m. to 11.50 p.m. daily <u>From Wong Chuk Hang Station:</u> 6.10 a.m. to 12.00 midnight daily | Peak periods: 10 minutes Non-peak periods: 20 minutes | \$4.2 | |
| GMB route no. 4M Short-working Supplementary Service | Aberdeen (Nam Ning Street) – Wong Chuk Hang Station | <u>From Aberdeen (Nam Ning Street):</u> 7.00 a.m. to 9.00 a.m. Mondays to Saturdays (except public holidays) <u>From Wong Chuk Hang Station:</u> 7.10 a.m. to 9.10 a.m. Mondays to Saturdays (except public holidays) | 20 minutes | \$4.2 | Passengers can interchange with MTR service at Wong Chuk Hang Station with an Octopus Intermodal Discounts^ (Adult Octopus Discount: \$0.5). |
| GMB route no. 5M (Existing special departures of GMB route no. 5 via Grantham Hospital, which operate every 30 | Grantham Hospital – Wong Chuk Hang Station | <u>From Grantham Hospital:</u> 8.00 a.m. to 8.00 p.m., Mondays to Fridays (except public holidays) | 15 minutes | \$4.2 | |

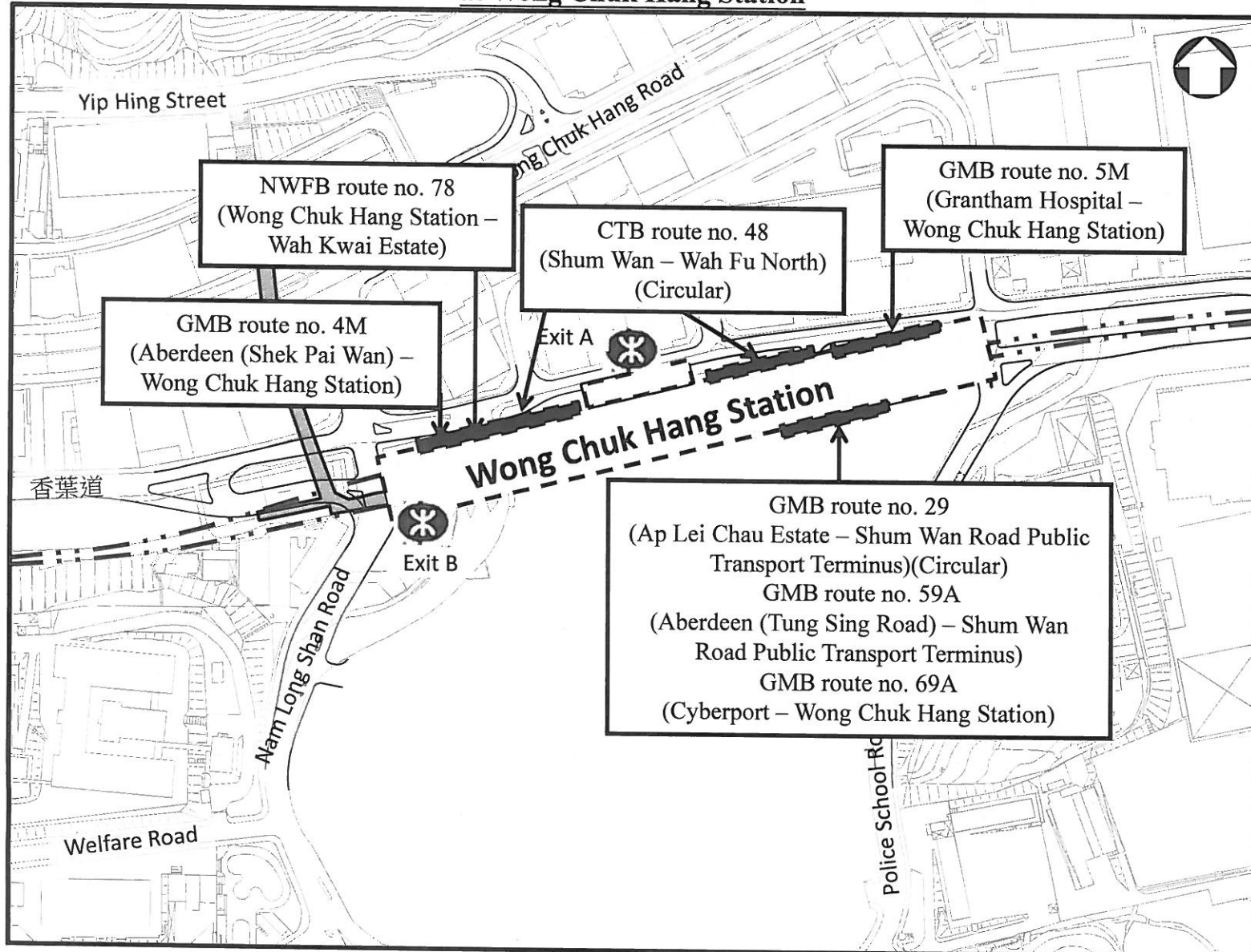
| Route | Terminal Points | Service Hours | Headway | Full Fare | Remarks |
|--|---|---|--|-----------|--|
| minutes between 7 a.m. to 11 a.m. daily, will be cancelled simultaneously) | | <u>From Wong Chuk Hang Station:</u> 8.10 a.m. to 8.10 p.m., Mondays to Fridays (except public holidays) | | | |
| GMB route no. 69A | Cyberport – Wong Chuk Hang Station | <u>From Cyberport:</u> Mondays to Saturdays (except public holidays) 7.00 a.m. to 7.00 p.m. Sundays and public holidays 10.00 a.m. to 5.00 p.m. <u>From Wong Chuk Hang Station:</u> Mondays to Saturdays (except public holidays) 7.15 a.m. to 7.15 p.m. Sundays and public holidays 10.15 a.m. to 5.15 p.m. | Mondays to Saturdays (except public holidays) 15 minutes Sundays and public holidays 30 minutes | \$6.0 | |
| Special departures of GMB route no. 59A | Aberdeen (Tung Sing Road) – Shum Wan Road Public Transport Terminus | 6.00 a.m. to 11.30 p.m. daily | 30 minutes | \$3.9 | Passengers can interchange with MTR service at Wong Chuk Hang Station with an Octopus Intermodal Discounts [^] (Adult Octopus Discount: \$0.3). |
| GMB route no. 29 | Ap Lei Chau Estate – Shum Wan Road Public Transport Terminus (Circular) | 5.00 a.m. to 11.45 p.m. daily | Peak periods: 10 minutes Non-peak periods: 20 minutes | \$3.4 | Introduction of new section fare (\$2.0) between Shum Wan and Wong Chuk Hang Station. |
| Ocean Park Station | | | | | |
| GMB route no. 40M | Stanley (Stanley Prison) – Ocean Park Station | <u>From Stanley (Stanley Prison):</u> 6.00 a.m. to 11.10 p.m. daily <u>From Ocean Park Station:</u> 6.30 a.m. to 11.40 p.m. daily | Peak periods: 20 minutes Non-peak periods: 30 minutes | \$7.9* | Passengers can interchange with MTR service at Ocean Park Station with an Octopus Intermodal Discounts [^] (Adult Octopus Discount: \$1.0). |

Remarks:

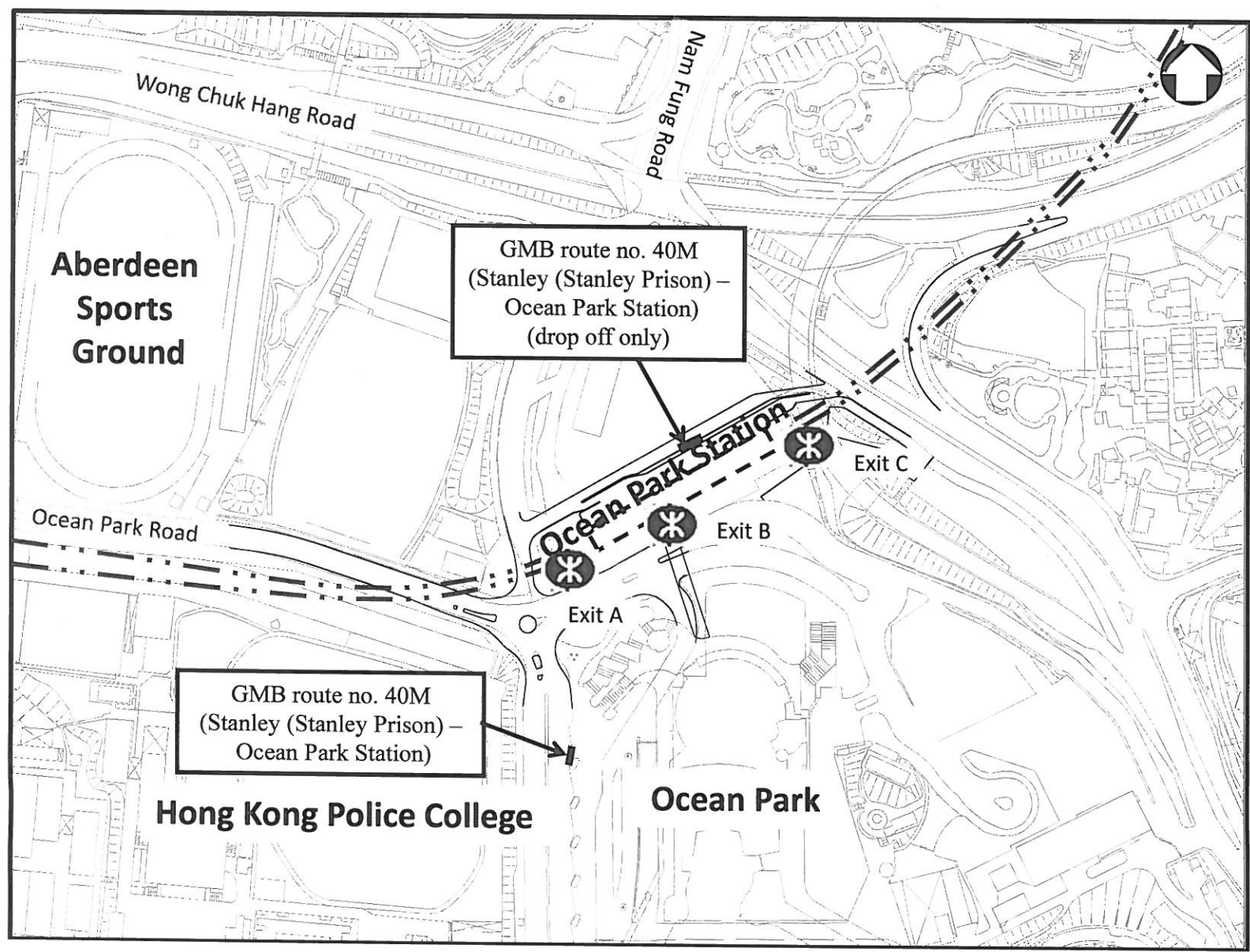
[^] Tentatively, this is a one-year “Intermodal Discounts” in collaboration with GMB operators upon the commencement of SIL(E).

* a 3-month concessionary fare of \$7.3 will be provided upon the introduction of GMB route no 40M.

**Terminating Point of NWFB Route No. 78, GMB Route No. 4M, 5M and 69A and
En-route Stop of CTB Route No. 48, GMB Route No. 29 and 59A
at Wong Chuk Hang Station**



Terminating Point of GMB Route No. 40M at Ocean Park Station



**Southern District Council
Traffic and Transport Committee****Overview of the public transport services in the first week after
the commissioning of the South Island Line (East)****Purpose**

This paper gives Members an overview of the public transport services after the commissioning of the South Island Line (East) (“SIL(E)”) on 28 December 2016.

Public transport feeder services serving the new railway stations

2. Starting from the first day of the commissioning of the SIL(E), the Transport Department (“TD”) has been providing 8 franchised bus and green minibus (GMB) feeder routes serving the new railway stations to facilitate access by residents of Southern District living in areas relatively far away from the new railways stations. The feeder routes include:

- (i) Citybus (CTB) route no. 48 (Shum Wan – Wah Fu (North) (via Wong Chuk Hang Station))
- (ii) CTB route no. 78 (Wah Kwai Estate – Wong Chuk Hang Station)
- (iii) GMB route no. 4M (Aberdeen (Shek Pai Wan) – Wong Chuk Hang Station)
- (iv) GMB route no. 5M (Grantham Hospital – Wong Chuk Hang Station)
- (v) GMB route no. 29 (Ap Lei Chau Estate – Shum Wan (via Wong Chuk Hang Station))
- (vi) GMB route no. 59A (Aberdeen (Tung Sing Road) – Shum Wan (via Wong Chuk Hang Station))
- (vii) GMB route no. 69A (Cyberport – Wong Chuk Hang Station)
- (viii) GMB route no. 40M (Stanley – Ocean Park Station)

The above feeder services have been operating smoothly. Although the overall utilization rate is not high, the patronage of different routes has been on a rising trend.

Service adjustments of the CTB route no. 629 series

3. The routes under CTB route no. 629 series¹ mainly provide bus services for visitors to travel between Ocean Park and Admiralty Station/Central. The SIL(E) provides these visitors with railway service which is quicker (with journey time of only about 4 minutes) and cheaper (with a fare of \$5.3) than bus services. In view of this, the TD already stated at the meeting of the Traffic and Transport Committee (“TTC”) of the Southern District Council on 21 November 2016 that the patronage of the routes under CTB route no. 629 series were expected to drop significantly after the commissioning of the SIL(E) and therefore there would be a need to expeditiously adjust the services of the routes under that series after the commissioning of the SIL(E) in order to optimise the use of resources. Members did not raise objection to the service adjustments proposal of CTB route no. 629 series on the ground that the routes under that series serve a recreational purpose and appropriate alternative railway service would be available to passengers.

4. As anticipated, the routes under CTB route no. 629 series have recorded a patronage drop of about 87% upon the commissioning of the SIL(E), with each bus trip carrying only about 13 passengers on average. The low utilisation rate means that bus resources are not optimally utilised. In this connection, the TD and the bus company plan to implement service reduction for CTB route no. 629 series starting from 11 January 2017 as follows:

- (i) To maintain five uni-directional departures of CTB route no. 629 operating from Central (Star Ferry Pier) to Ocean Park (via Exchange Square and Admiralty) between 9:30 a.m. and 11:30 a.m. daily; and

¹ The routes under CTB route no. 629 series (with a single journey fare of \$10.6) include:

- (i) route no. 629, which provides whole-day service between Admiralty (West)/Central (Exchange Square/Star Ferry Pier) and Ocean Park;
- (ii) route no. 629A, which provides evening peak period service from Ocean Park to Central (Exchange Square); and
- (iii) route no. 629S, which provides morning peak period service from Admiralty (West) to Ocean Park (Tai Shue Wan).

- (ii) Cancellation of CTB route nos. 629A and 629S.

Re-organisation of the affected bus routes

5. Prior to the commissioning of the new railway line, the TD conducted surveys on the affected bus routes during different time periods on weekdays between October and December 2016. It has also planned to conduct surveys after the commissioning in early February 2017 (i.e. after the Lunar New Year holiday and school holiday) to gather data for analysing changes in passenger demand pattern. With the data collected, the TD will work with the bus companies to see whether there is a need to revise the original bus route re-organisation proposals and, if yes, what revisions should be made. In doing so, due regard will be given to the existing Guidelines on Service Improvement and Reduction in Bus Route Planning Programme, the actual demand as reflected by the survey results, and comments previously provided by Members. Relevant information will be submitted to the TTC for reference and Members' views on the proposals will be sought. The TD plans to implement the bus route re-organisation proposals in phases within 6 months upon the commissioning of the new railway line.

- 6. Members are invited to note the above information.

Transport Department
January 2017