

For discussion  
on 28 May 2010

## **LEGISLATIVE COUNCIL**

### **Panel on Transport and Panel on Environmental Affairs**

#### **Results of Consultation with District Councils on Franchised Bus Route Development Programme for 2010-11**

#### **Purpose**

This paper reports on the results of Transport Department's consultation with District Councils (DCs) on the bus service rationalisation proposals in the Franchised Bus Route Development Programme (RDP) for 2010-11, and the related follow-up actions.

#### **The Gist of Bus Route Development Programme for 2010-11**

2. Transport Department (TD) consulted the relevant DCs on this year's RDP from late January 2010. The consultation was completed in late April 2010.
3. In the consultation papers submitted to the DCs, TD set out the planning principles and guidelines for the formulation of the RDP proposals. For bus routes with low utilisation, TD took account of the actual operational circumstances and put forward service reduction or rationalisation proposals to enhance the overall operational efficiency. On the other hand, with reference to the utilisation and passenger demand for existing services, TD also proposed service improvement or introduction of new routes. The planning guidelines on bus service rationalisation and improvement are set out in **Annex 1**.
4. The proposed RDP 2010-11 includes 68 items of service cancellation / reduction or route rationalisation, involving a total of 73 bus routes. If all these items can be implemented, there would be a saving of 37 buses (including 28 double-deck and 9 single-deck buses), and 58 double-deck buses of 34 routes could be replaced with new single-deck buses with lower emission. The table below summarises the proposed service cancellation / reduction or rationalisation items, the number of bus routes involved, and the possible number of buses which can be saved:

<b>Category of service cancellation / reduction or rationalisation</b>	<b>Number of items</b>	<b>Number of routes</b>	<b>Number of buses to be saved</b>
Route cancellation/ amalgamation	8	11	19
Route truncation	6	6	8
Reduction in service frequency or service hours	20	22	10
Replacement of double-deck buses by new single-deck buses	34	34	N.A. (Note)
<b>Total</b>	<b>68</b>	<b>73</b>	<b>37</b>

**Note:** As the replacement of double-deck buses by single-deck buses will be carried out on a one-for-one basis, there will be no bus saving for these items.

5. Bus operators have all along been encouraged to offer fare concessions as far as possible to passengers affected by bus service rationalisation. In respect of the items proposed in the RDP for 2010-11, the bus companies will provide five bus-bus interchange (BBI) schemes, covering 19 bus routes, and offer fare discounts ranging from \$2.5 to \$4.8. The fare of one of the routes truncated will be reduced from \$7.0 to \$4.2.

6. On the other hand, in view of the growth in district population, the RDP also covers bus service improvement proposals including the introduction of two new routes, the extension or modification of 23 routes, as well as the improvement in service frequency or the extension of service hours of 56 routes. These improvement proposals would require 90 additional buses. The bus routes to be improved mainly serve districts in the New Territories with population growth, such as Yuen Long, Tuen Mun, North and Sai Kung Districts.

### **Environmental benefits brought about by bus service rationalisation**

7. The implementation of service cancellation / reduction or route rationalisation proposals will help relieve traffic congestion and enhance the operational efficiency of franchised bus services. Should all the items mentioned in paragraph 4 be implemented, there would be saving of 37 buses. Correspondingly, the daily number of bus trips on busy corridors would be reduced by about 570 trips, representing about 1.7% of bus trips on these busy corridors. In terms of environmental benefits, the roadside concentrations of respirable suspended particulates (RSP) and nitrogen oxides (NOx) on busy corridors would be reduced by about 0.3% and 0.7% respectively. There would also be other environmental benefits such as reducing noise nuisance.

## Results of consultation with District Councils

8. The views collected during consultation with DCs on service cancellation / reduction or route rationalisation proposals are summarised below:

Category of service cancellation / reduction or rationalisation	Items to be implemented after consultation with DCs (Annex 2)		Items met with relatively strong opinions from DCs (Annex 3)	
	Number of items	Number of buses to be saved	Number of items	Number of buses to be saved
Route cancellation/ amalgamation	6	15	2	4
Route truncation	2	2	4	6
Reduction in service frequency or service hours	9	8	11	2
Replacement of double-deck buses by single-deck buses	22	N.A. (Note)	12	N.A. (Note)
<b>Total</b>	<b>39</b>	<b>25</b>	<b>29</b>	<b>12</b>

**Note:** As the replacement of double-deck buses by single-deck buses will be carried out on a one-for-one basis, there will be no saving of bus from these items.

9. After considering all the views from parties concerned, TD considers that 39 of the bus service rationalisation items can be implemented as early as possible or after fine-tuning. The implementation of these items will save 25 franchised buses, and reduce about 120 bus trips daily on busy corridors, representing about 0.4% of bus trips on busy corridors. In terms of environmental benefits, the roadside concentrations of RSP and NO<sub>x</sub> on busy corridors will be reduced by about 0.1% and 0.2% respectively.

10. As for the 29 service cancellation / reduction or rationalisation items that met with relatively strong opinions from DCs or individual DC members, the main concerns were that the rationalisation proposals might result in cutting of direct bus service, that the public should have the right to choose alternative public transport services other than railways, that it would be relative inconvenient to interchange, and that the bus companies should provide more and greater fare concessions.

11. After considering the opinions from DCs on the 29 bus service reduction or rationalisation items, and in order to strike a balance between meeting passenger demand and improving road traffic condition and the environment, TD considers that

the following four items should be implemented as early as possible:

(i) Amalgamation of KMB<sup>1</sup> Route 6 (Mei Foo—Star Ferry) and Route 6A (Lai Chi Kok—Star Ferry)

Apart from the small section of about 600 meters between Lai Chi Kok and Mei Foo, the remainder of the routing of KMB Route 6A (about 90% of the route) from Mei Foo to Star Ferry in Tsim Sha Tsui is the same as that of KMB Route 6. The utilisation rates of these two routes are not high even during peak hours, being about 60% to 70% respectively. The two routes operate via Nathan Road, Castle Peak Road and Un Chau Street, which are served by railway and many alternative public transport services. Since the two routes have plenty of spare carrying capacity, it is proposed that the two routes be amalgamated to save two buses, enhance operational efficiency and also improve roadside air quality along the route.

After amalgamation, while Route 6A will be cancelled, Route 6 will be extended from Mei Foo to operate from Lai Chi Kok Terminus, call at the bus stop on Mei Lai Road adjacent to Mei Foo Bus Terminus, and then follow the original routing to Star Ferry in Tsim Sha Tsui.

To cater for passengers who are used to board Route 6 at Mei Foo Bus Terminus during the morning peak hours, special trips of the amalgamated Route 6 with headways at every 15 minutes will depart from Mei Foo Bus Terminus from 7 a.m. to 9 a.m. It is estimated that these special trips will be adequate to meet the passenger demand from Mei Foo to Star Ferry during the morning peak hours. For the rest of the day, passengers who usually board Route 6 at Mei Foo Bus Terminus may walk about 160 meters to the bus stop at Mei Lai Road.

Some DC members supported the scheme while some others did not because of the concerns that passengers who usually take the bus at Mei Foo Bus Terminus would be affected.

Since the amalgamation of the two routes may reduce 30 bus trips daily on the busy corridor, and the passenger demand can be met by special departures from Mei Foo Bus Terminus during the morning peak hours and the bus stop at Mei Lai Road, TD considers that the amalgamation of Routes 6 and 6A should be implemented as soon as possible.

(ii) Truncation of KMB Route 208 (Broadcast Drive—Tsim Sha Tsui East) to Nathan Road (Waterloo Road) (Wing Sing Lane in Yau Ma Tei)

KMB Route 208 is operated with single-deck buses. Its utilisation rate is low

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<sup>1</sup> Kowloon Motor Bus Company (1933) Limited (KMB).

with less than 50% even during peak hours.

Since the highest utilisation rate of Route 208 on Nathan Road (the section south of Waterloo Road) during peak hours is less than 30% (with an average of about 16 passengers per trip), it is proposed to truncate the route to Yau Ma Tei, convert it into a circular route, and operate it via Shanghai Street and Wing Sing Lane before returning to Broadcast Drive. The proposal will save four buses.

After amalgamation, the fare of Route 208 will be reduced from \$7 to \$4.2 and the bus company will also offer fare concessions for interchange to 10 other routes (including Routes 1, 1A, 3C, 6C, 7, 8, 30X, 35A, 41A and 58X). Three of these routes head for Tsim Sha Tsui Ferry Pier and two others for Tsim Sha Tsui East. The interchange fare concessions range from \$2.8 to \$4.2.

The relevant DCs had no objection to this scheme in general but individual DC members considered that the truncated route would not be able to serve those passengers who now alight in the vicinity of Jordan Road for the Queen Elizabeth Hospital. They counter proposed to terminate Route 208 at Tsim Sha Tsui Ferry Pier.

TD considers that the extension of the route to Jordan Road or Tsim Sha Tsui Ferry Pier would not be conducive to reducing the number of buses and bus trips along busy corridors. Under the scheme, passengers may make use of the new fare concessions and interchange with KMB Routes 6C or 30X and alight at Gascoigne Road for the Queen Elizabeth Hospital.

As the scheme may reduce 120 bus trips on the busy corridor daily, and there will be new interchange fare concessions for passengers, TD considers that the truncation of KMB Route 208 to Yau Ma Tei should be implemented as soon as possible.

(iii) Conversion of CTB<sup>2</sup> Route 12 (Central Ferry Piers–Robinson Road) from a whole-day service to a peak-period service on non-public holidays only

CTB Route 12 plies between Central (Central Ferry Piers) and Robinson Road. Different sections of its routeing overlap with that of CTB Routes 3B (Central (Rumsey Street) – Pokfield Road) and 12M (Admiralty Station (Tamar Street) – Park Road), and NWFB<sup>3</sup> Routes 13 (Central (City Hall) – Kotewall Road) and 23A (Lai Tak Tsuen – Robinson Road). The patronage of Route 12 has been low, especially during non-peak hours with an average of about 10 passengers per trip.

With a view to improving the roadside air quality of busy corridors and

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<sup>2</sup> Citybus Limited (CTB).

<sup>3</sup> New World First Bus Services Limited (NWFB).

enhancing operational efficiency, it is proposed that Route 12 be reduced from a whole-day service to a service that is operated only during the morning and afternoon peak hours (i.e., service will be provided on non-public holidays from around 7 a.m. to 10 a.m. from Mondays to Saturdays, and from 4 p.m. to 7 p.m. from Mondays to Fridays). Concurrent with the service adjustments of Route 12, CTB and NWFB will introduce interchange fare concessions on CTB Route 3B / NWFB Route 23A, and section fares on CTB Route 13 and NWFB Route 23A. With these arrangements, passengers of Route 12 will not have to pay a higher fare when changing to alternative routes.

The proposed service adjustments of CTB Route 12 was not supported by some DC Members who argued that TD and the bus companies often proposed reduction of the bus service of Mid-Levels and this was unfair to the Mid-Levels residents.

However, since the affected passengers can use alternative services and the proposal, if implemented, can reduce about 40 bus trips on busy corridors (including Queen's Road Central and Connaught Road Central) daily and hence help alleviate the traffic congestion in Central and improve the roadside air quality in the area, TD considers it appropriate to implement the proposed conversion of CTB Route 12 from a whole-day service to a peak-only service as soon as possible.

- (iv) Conversion of cross-harbour Route 692 (Hang Hau (North)–Central (Exchange Square)) from a whole-day service to a peak-period service on non-public holidays only

The cross-harbour Route 692 plies between Hang Hau (North) and the Exchange Square in Central. Since the commissioning of the MTR Tseung Kwan O Line, Route 692 on average carries fewer than 20 passengers per trip during off-peak hours. To improve the roadside air quality of busy corridors and enhance operational efficiency, it is proposed that Route 692 be reduced from a whole-day service to a service that is operated during the morning and afternoon peak hours only (i.e., service will be provided from around 6 a.m. to 10 a.m. from Mondays to Saturdays, and from 4 p.m. to 10 p.m. from Mondays to Fridays).

The affected passengers can use railway services at lower fares for journeys between Hang Hau and Central (fare of Route 692 is \$13.4; fare of the railway is \$11.2).

The proposed service adjustment of Route 692 was not supported by some DC Members who argued that during the period when Route 692 was not in service, railway services would be the only choice available to the passengers.

However, the proposal, if implemented, can reduce about 150 bus trips on busy

corridors (including Connaught Road Central, Hennessy Road and Yee Wo Street) daily and hence help alleviate the traffic congestion around Central and Causeway Bay and improve the roadside air quality there. Besides, the affected passengers can switch to railway services at lower fares for journeys between Hang Hau and Central. TD therefore considers it appropriate to implement the above proposal as soon as possible.

12. Counting the items mentioned in paragraphs 8, 9 and 11, TD plans to implement a total of 43 items, which will save 31 franchised buses and reduce about 460 bus trips daily on busy corridors, representing about 1.4% of bus trips in busy corridors. In terms of environmental benefits, the roadside concentrations of RSP and NOx on busy corridors will be reduced by about 0.2% and 0.5% respectively.

### **Follow-up Action**

13. TD will pursue the implementation of the 43 items mentioned in paragraph 12 above. TD will also continue to work with the bus companies to formulate bus route development schemes in accordance with the planning principles and guidelines to strike a balance among passenger demand, bus operation efficiency, road traffic condition and environmental benefits.

Transport Department  
Environment Protection Department  
May 2010

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

**Service Improvement**

(I) Frequency Improvement

If the occupancy rate of any bus route reaches 100% during any 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, TD will consider the deployment of more vehicles to enhance the service level. In increasing the vehicle allocation, priority will be given to redeploying vehicles saved from other rationalisation items.

(II) New Bus Service

If the frequency improvement alone is not sufficient to meet demand and no practical alternatives are available, we will give consideration to the provision of new bus service, with priority to serve areas that are beyond the catchment area of existing railways or railway feeders. In approving any new bus service, we will also consider the impact of such new service on the traffic condition on major roads, and will 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, Causeway Bay etc.

**Service Reduction**

(III) Frequency Reduction

If the average occupancy rate of an individual route is below 85% during the peakiest half-hour of the peak period, or below 30% during the off-peak period, TD will consider reducing bus deployment for those routes. However, railway feeder routes, socially essential routes, and routes with peak headways at 15 minutes or more will be considered on individual merits.

(IV) Route Cancellation / Amalgamation

If the utilisation of a low-frequency route does not improve (i.e. a bus route with average 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), TD will consider proposing cancellation of the route or amalgamation of the route with other route(s), after evaluating the impact on passengers and taking account of alternatives available, including the service levels and fares of the alternatives.



(V) Route Truncation

To optimise the use of resources, TD will review with relevant bus operators the feasibility of truncating routes, in particular those where the majority of passengers will have alighted en route. In formulating truncation proposals, TD will consider whether the number of affected passengers is excessive (i.e. the occupancy rate of not more than 20% to 30% at the proposed truncated section during the peakiest hour); whether enough roadside space is available to accommodate the affected passengers for interchange; and whether terminal space for the changed route is available.

(VI) Reduction of Bus Trips along Busy Corridors

To improve the environment, enhance the efficiency of bus operation and relieve traffic congestion, TD is committed to reducing the number of bus trips along busy corridors and bus stoppings through various measures of service cancellation / reduction and route rationalisation. If it is inevitable for the new routes or enhanced bus services to operate via the busy corridors, the bus operators will have to reduce the same number of trips plying through the same corridor from other routes.

Items to be implemented after considering views from District Councils

Annex 2

Estimated Implementation Year	Bus Company	Route Number	Origin and Destination	Proposal	Implementation Plan
<b>(i) Route Cancellation/Amalgamation</b>					
2010	KMB	44S	Cheung Ching – Mong Kok East Station	Owing to the relatively low patronage, it is proposed to cancel this route (only one departure at 5:20 am) and to advance the first departure of KMB Route 41 (Cheung Ching - Kowloon City Ferry) to 5:20 am to replace the service of Route 44S.	The proposal will be implemented as planned.
2010	NWFB	25	Central Ferry – Tin Hau Temple Road (Circular)	NWFB Route 25, CTB Routes 25A and 25C ply between Braemar Hill and Wanchai/Central. Among them, NWFB Route 25 to Braemar Hill operates via Tin Hau Temple Road; CTB Route 25A operates via Tai Hang Road, Lai Tak Tsuen Road, Yee King Road and Cloud View Road; and CTB Route 25C operates via Fortress Hill Road to Braemar Hill.	District Councils (DCs) considered that the rationalisation proposal of NWFB Route 25, CTB Route 25A/25C would cause inconvenience to passengers of Braemar Hill, Lai Tak Tsuen and their vicinities.  Having regard to DCs' views, Transport Department (TD) proposed to reroute NWFB Route 25 only.
	CTB	25A	Wan Chai (HKCEC Extension) – Braemar Hill (Circular)		
	CTB	25C	Wan Chai (HKCEC Extension) – Braemar Hill (Circular)		
				To improve the regularity of the bus service serving Braemar Hill and its vicinity, it is proposed to cancel CTB Route 25A and redeploy the buses to CTB Route 25C. This will enhance the service, changing the headway time from 8-18 minutes to 6-8 minutes.	Since appropriate alternative services are available to the affected passengers and the re-routing proposal of Route 25 can reduce bus trips along Yee Wo Street, TD will implement the proposal after further liaison with the relevant DCs.
				It is also proposed to reroute NWFB Route 25 via Tin Hau Temple Road, Fortress Hill Road, King's Road, Tsing Fung Street Flyover,	

Estimated Implementation Year	Bus Company	Route Number	Origin and Destination	Proposal	Implementation Plan
				<p>Victoria Park Road, Gloucester Road, inner Gloucester Road, Fenwick Street and Hennessy Road for Central-bound journeys. As for Braemar Hill-bound journeys, the route will be via Queen Victoria Street, Des Voeux Road Central and Queensway. The diversion of NWFB Route 25 at Central can facilitate passengers traveling to Braemar Hill, while the diversion on the way to Queensway can reduce the journey time by about 5 minutes and reduce 57 bus trips per day along Yee Wo Street.</p>	
2010	NWFB	84M	Siu Sai Wan (Island Resort) – Chai Wan Station	<p>The patronage of NWFB Route 84M is low and the average occupancy is lower than 10% during off-peak hours. It is therefore proposed to combine the regular services and the special departures (via Harmony Garden) of Route 84M, to renumber the service to Route 82M, to relocate the terminus to Island Resort, and to convert it to a circular route (via Chai Wan Station). The new Route 82M will operate during the morning peak hours on Mondays to Fridays.</p> <p>Four buses from Route 84M will be redeployed to Route 82 to serve a special service via Island Eastern Corridor (a circular route between Island Resort and North Point via Island Eastern Corridor) to enhance direct bus connection between the two districts.</p>	Having regard to DC's request, TD will revise the scheme of Route 82M by detouring the route via Siu Sai Wan.

Estimated Implementation Year	Bus Company	Route Number	Origin and Destination	Proposal	Implementation Plan
2010-11	CTB	E22B	Po Lam Public Transport Interchange (PTI) – AsiaWorld Expo	<p>It is proposed to cancel CTB Route E22B and to redeploy the 2 released buses, together with another 3 buses redeployed from CTB Route E22A, for the introduction of a new Route A29 plying between Tseung Kwan O and the Airport, with normal fare at \$45.</p> <p>The headway of Route E22A will be changed from 20/30 minutes to 30 minutes, and the terminus of Route E22A will be relocated from Po Lam to Hong Sing.</p> <p>To serve those passengers affected by the cancellation of Route E22B, CTB Route E22P (Yau Tong - AsiaWorld Expo) will be rerouted via the vicinities of Sau Mau Ping, Shun Lee, Choi Wan before resuming to Lung Cheung Road.</p>	<p>DCs did not object to the rationalisation scheme but some DCs considered the fare of Route A29 too high and wished that the bus company could lower the fare.</p> <p>TD will implement the proposal accordingly. Separately, TD will invite interested companies to submit application for the operation of Route A29.</p>

Estimated Implementation Year	Bus Company	Route Number	Origin and Destination	Proposal	Implementation Plan
2010-11	NWFB	796B	Tiu Keng Leng PTI – Yau Yat Tsuen	The utilisation rates of NWFB Routes 796B and 797M are low and there is a demand for bus service between Sha Tin and Tseung Kwan O. It is therefore proposed to cancel Routes 796B and 797M and to redeploy the 7 buses released from these 2 routes to support the introduction of a new Route 798 plying between Tiu Keng Leng and Sha Tin.	<p>Some DC members objected to the cancellation of NWFB Route 796B as this would leave passengers travelling between the vicinities of Tiu Keng Leng and Yau Yat Tsuen with no alternative other than the MTR.</p> <p>Some DC members worried that canceling Route 797M might affect passengers travelling between the vicinities of Tseung Wan O South and Wan Po Road. They asked for the provision of alternative service before canceling Route 797M.</p>
2010-11	NWFB	797M	Tiu Keng Leng PTI – Tseung Kwan O Industrial Estate (Circular)		<p>Concerned DCs did not object to the introduction of Route 798 but requested to advance the first departure in Sha Tin, to serve more areas, to lower the fare and to offer more section fares and interchange concessions.</p> <p>Having regard to DCs' views, TD will revise the scheme by advancing the first departure of the new route in Sha Tin and arranging offer of interchange concessions.</p>

Estimated Implementation Year	Bus Company	Route Number	Origin and Destination	Proposal	Implementation Plan
<b>(ii) Route Truncation</b>					
2010	KMB	251M	Tsing Yi Station – Kam Sheung Road Station	<p>It is proposed to reduce the number of buses of KMB Route 251M from 11 to 7 and to relocate its terminus from Kam Sheung Road to Sheung Tsuen.</p> <p>Three buses will be redeployed to operate a new supplementary Route 251A plying between Pat Heung Road and Sheung Tsuen (Circular).</p>	<p>DCs did not object to the proposal but requested to retain 8 buses for Route 251M.</p> <p>TD will match the best service headway to meet passenger demand as far as practicable.</p>
2010	CTB	5S	Sai Ying Pun (Central Street) – Causeway Bay	It is proposed to relocate the termini of CTB Route 5S from Sai Ying Pun to Queen's Road East and from Causeway Bay (Whitfield Road) to Happy Valley (Lower).	The proposal will be implemented as planned.
<b>(iii) Reduction of Frequency or Operating Hours</b>					
2010	KMB	59S	Tuen Mun Pier Head – Mong Kok	KMB operates 3 morning departures for Route 59S at 4:40 am, 4:55 am and 5:15 am. Owing to low patronage, it is proposed to cancel the departure at 4:55 am.	The proposal will be implemented as planned.
2010	NWFB	18  18P	<p>North Point Ferry – Kennedy Town</p> <p>North Point (Healthy Street Central) – Kennedy Town</p>	It is proposed to redeploy buses from NWFB Route 18 to enhance Kennedy Town-bound services of NWFB Route 18P after 8:00 pm, and for NWFB to offer interchange concessions between Route 18P and CTB Routes 1/5B to facilitate passengers of Route 18.	The proposal will be implemented as planned.

Estimated Implementation Year	Bus Company	Route Number	Origin and Destination	Proposal	Implementation Plan
2010	NWFB	19	North Point Ferry – Tai Hang Road	In view of the lower than 20% average utilisation rate for night time service of NWFB Route 19, it is proposed to advance the last departure in North Point to 7:30 pm and the last departure in Tai Hang Road to 8:00 pm.	Having regard to DCs' views, the proposal will be implemented in phases.
2010	NWFB	43X  46X	Wah Kwai Estate – Admiralty Station (East)  Tin Wan Estate – Wan Chai (Harbour Road) (Circular)	<p>The service areas of NWFB Routes 43X and 46X duplicate, and the average occupancy rate of Route 46X is below 10% during off-peak hours. It is therefore proposed to cancel Route 46X's service after 9:00 am from Mondays to Saturdays, and the whole-day service on Sundays and public holidays. It is also proposed to combine Route 46X with Route 43X to form a circular route, omitting Queensway for departures from Wah Kwai to Wan Chai North. The proposal, if implemented, can reduce 64 bus trips through Central daily.</p> <p>To facilitate passengers heading for Queensway, interchange concessions between NWFB Route 43X and CTB Route 90B will be offered. For passengers traveling from Pok Fu Lam Road and its vicinity to Wah Kwai and Tin Wan, interchange concessions between NWFB Route 43X and CTB Routes 7/71 will be offered.</p>	The proposal was implemented on 17 April 2010. In response to DCs' request, special departures from Causeway Bay to Tin Wan have been arranged.

<b>Estimated Implementation Year</b>	<b>Bus Company</b>	<b>Route Number</b>	<b>Origin and Destination</b>	<b>Proposal</b>	<b>Implementation Plan</b>
2010	NWFB	95B	South Horizons – Wong Chuk Hang (Circular)	The average utilisation rate for afternoon service of NWFB Route 95B is lower than 10%. Its routeing also partly duplicates with that of CTB Routes 97A, 90, 99 and 592 and NWFB Routes M590 and 590A. It is therefore proposed to cancel the service of NWFB Route 95B in the afternoon.	The proposal will be implemented as planned.
2010	KMB/CTB	619	Shun Lee – Central (Macau Ferry)	It is proposed to redeploy 2 buses for the introduction of 2 special departures viz. Route 619X in the morning peak hours via Shun Lee, Sau Mau Ping and Tseung Kwan O Road to the Hong Kong Island.	The proposal will be implemented as planned.
2010	CTB	698R	Siu Sai Wan (Island Resort) – Sai Kung (Wong Shek Pier)	It is proposed to reduce the 8 two-way departures to 4 departures per day.	Having regard to DCs' views, the service will be reduced to 6 departures per day.
2010	CTB	969A	Tin Shui Wai Town Centre – Wan Chai (Fleming Road)	It is proposed to cancel the service on Saturday afternoon.	Having regard to DCs' views, frequency reduction instead of cancellation will be implemented.
2010-11	CTB	E22A	Po Lam PTI –	Please refer to the above item for CTB E22B.	Please refer to the above item for CTB



Estimated Implementation Year	Bus Company	Route Number	Origin and Destination	Proposal	Implementation Plan
			AsiaWorld Expo		E22B.
<b>(iv) Replacement of double-deck buses with single-deck buses</b>					
2010-11	KMB	34 routes in total	-	KMB proposes to replace 58 double-deck buses with single-deck buses to serve the following routes: 7, 7B, 8A, 18, 23, 24, 28A, 32, 33A, 38A, 41, 41M, 43, 66, 70K, 71K, 72, 73, 73A, 81K, 82K, 82M, 84M, 85K, 91M, 92, 95M, 234B, 248P, 264M, 273, 280P, 286M and 289K.	One-to-one replacement of double-deck buses with single-deck buses can reduce vehicle emission and maintain the existing service frequency.  TD will make sure that the single-deck buses will have sufficient capacity to meet passenger demand before granting approval to each replacement item.

**Items on which District Councils had relatively strong opinions**

**Annex 3**

Estimated Implementation Year	Bus Company	Route Number	Origin and Destination	Proposal	Follow-up Actions
<b>(i) Route Cancellation/Amalgamation</b>					
2010	KMB	6  6A	Mei Foo – Star Ferry  Lai Chi Kok – Star Ferry	<p>Except for the section between Mei Foo and Lai Chi Kok, about 90% of the routeing for KMB Routes 6 and 6A are duplicated. Their utilisation rates during peak hours are not high, at about 60% to 70% respectively and they are lower during off-peak hours. The routes ply along Nathan Road, Castle Peak Road and Un Chau Street, where there are many public transport alternatives including railway. It is therefore proposed to combine the two routes and to reduce two buses. While Route 6A will be cancelled, the terminus of Route 6 will be extended from Mei Foo to Lai Chi Kok, and the route will operate via Mei Lai Road and then follow its original routeing to Star Ferry in Tsim Sha Tsui.</p> <p>To cater for the passengers who originally take Route 6 buses at the Mei Foo Terminus during the morning peak hours, special departures between 7:00 am and 9:00 am with headway of 15 minutes will be arranged at the Mei Foo Terminus.</p> <p><b>Advantages of the Proposal</b> Amalgamation of the two routes can reduce two buses and reduce 30 bus trips per day from busy corridors.</p>	<p>Some District Councils (DCs) supported the proposal while some did not because of worries about passengers boarding at the Mei Foo Terminus.</p> <p>As the amalgamation of the two routes can reduce 30 bus trips per day from busy corridors, and some of the affected passengers can be served by the morning peak special departures at Mei Foo, Transport Department (TD) considers that the proposal should be implemented as soon as possible.</p>
2010	KMB	234S	Sham Tseng (Bellagio) –	In view of the low patronage of KMB Route 234S, it is proposed to cancel the two morning	Residents of Sham Tseng worried about boarding difficulty as they would have to

Estimated Implementation Year	Bus Company	Route Number	Origin and Destination	Proposal	Follow-up Actions
			Tsing Yi Station	<p>departures. To minimise the impact on passengers, two trips of KMB Route 234B (Sea Crest Villa - Tsuen Wan West Station) at similar time will be extended from Tsuen Wan West Station to Tsing Yi Station.</p> <p><b>Advantages of the Proposal</b> Cancellation of the two trips will release buses for redeployment to serve other routes with higher patronage.</p>	<p>wait for buses at en-route stop of Route 234B instead of for buses of Route 234S at the terminus, and the current frequency of Route 234B might be affected due to route extension.</p> <p>TD will review DC's comments with the bus company, and formulate a new proposal for consultation with relevant DCs again.</p>
<b>(ii) Route Truncation</b>					
2010	KMB	82K	Mei Lam – Fo Tan Station	It is proposed to relocate the terminus from Fo Tan Station to Yuen Chau Kok and to divert the route via Kwong Yuen Estate. The proposal can reduce one bus.	<p>DC did not object to route truncation but was dissatisfied with the reduction in bus number and service frequency. They also requested to reduce the fare.</p> <p>TD will review DC's comments with the bus company, and formulate a new proposal for consultation with relevant DCs again.</p>
2010	KMB	208	Broadcast Drive – Tsim Sha Tsui East	The utilisation rate of KMB Route 208, operating with single-deck buses, is low (less than 50% during peak hours). The highest utilisation rate along Nathan Road (at the section south of Waterloo Road) is below 30% during peak hours (with about 16 passengers per departure on average). The proposal is to truncate Route 208 at Yau Ma Tei, to divert via Shanghai Street and	Relevant DCs did not object to the proposal. However, individual DC members considered that the proposed truncation could not cater for passengers alighting near Jordan Road for Queen Elizabeth Hospital, and counter-proposed that the route should be terminated at Star Ferry.

Estimated Implementation Year	Bus Company	Route Number	Origin and Destination	Proposal	Follow-up Actions
				<p>Wing Sing Lane before returning to Broadcast Drive, and to convert the route to a circular one.</p> <p><b>Advantages of the Proposal</b> The proposal can reduce 120 bus trips per day from Nathan Road. The fare of KMB Route 208 will be reduced from \$7 to \$4.2. There will be interchange concessions ranging from \$2.8 to \$4.2 for 10 bus routes (i.e. Routes 1, 1A, 3C, 6C, 7, 8, 30X, 35A, 41A and 58X), of which two routes head for Star Ferry and another two for Tsim Sha Tsui East.</p>	<p>As the proposal can reduce 120 bus trips per day from busy corridors, and there are new interchange concessions to passengers, TD considers that the proposal should be implemented.</p>
2010	NWFB	702	Hoi Lai Estate – Sham Shui Po (Yen Chow Street) (Circular)	<p>As the utilisation rate of NWFB Route 702 is below 20%, it is proposed to cancel the departures via So Uk Estate during off-peak hours, and to change the headway from 8-10 minutes to 10-12 minutes. Route 796C will be diverted via So Uk Estate, Un Chau Estate and their vicinities throughout the day.</p> <p><b>Advantages of the Proposal</b> The proposal can enhance overall operational efficiency.</p>	<p>DC indicated objection, saying that the proposal would affect the passengers traveling between Hoi Lai Estate and the vicinity of So Uk Estate/Un Chau Estate. Their concerns were that the frequency of NWFB Route 796C is lower and its stops are further away from the original bus stop of NWFB Route 702.</p> <p>Having regard to DC's comments, TD will review the proposal with the bus company.</p>
2010	CTB	5C	West Point (Shek Tong Tsui) – Wan Chai (Luard Road)	<p>It is proposed to truncate the route at Central and to divert via Queen's Road West, Des Voeux Road West, Water Street, Connaught Road West, Connaught Road Central, Rumsey Street, Des Voeux Road Central, Pedder Street and Connaught</p>	<p>Re-routing of Route 5C could have great effect on the residents of Sai Ying Pun. Route 5C is always full during morning peak hours and it is already difficult for the residents of Sai Ying Pun to board the</p>

Estimated Implementation Year	Bus Company	Route Number	Origin and Destination	Proposal	Follow-up Actions
				Road Central, and to cancel services on Saturdays.  <b>Advantages of the Proposal</b> The proposal can remove 9 bus trips per day from busy corridors.	buses.  Having regard to DC's comments, TD will review the proposal with the bus company.
<b>(iii) Reduction of Frequency or Operating Hours</b>					
2010	KMB	69X	Tin Shui – Jordan (Wui Cheung Road)	The utilisation rate of the special departure at 7:35 am from Tin Yiu is not high. It is therefore proposed to cancel this departure and to redeploy the bus to the main route to improve operation efficiency.	DC did not support the proposal because it would cause inconvenience to residents of Tin Yiu Estate and Tin Shing Court.  Having regard to DC's comments, TD will review the proposal with the bus company.
2010	KMB	298E	Hang Hau Station – Tsueng Kwan O Industrial Estate (Circular)	The patronage of the route has dropped by about 30% since the opening of MTR Lohas Park Station. It is therefore proposed to reduce one air-conditioned double-deck bus.  <b>Advantages of the Proposal</b> Reducing under-utilised bus services can enhance operational efficiency.	DC did not support the proposal. They considered that TD should not reduce the service of this route and cancel NWFB Route 797M at the same time, as the bus services between Tsueng Kwan O Industrial Estate and Lohas Park might not be able to meet passenger demand.  Having regard to DC's comments, TD will review the proposal with the bus company.
2010	KMB	N237	Mei Foo – Kwai Shing	It is proposed to change the existing headway from 15 minutes to 20 minutes. One bus can be reduced upon implementation of the proposal.	DC did not support the proposal because there were no other overnight public transport services in the vicinity of Kwai

Estimated Implementation Year	Bus Company	Route Number	Origin and Destination	Proposal	Follow-up Actions
				<p><b>Advantages of the Proposal</b> Reducing under-utilised bus services can enhance operational efficiency.</p>	<p>Shing.</p> <p>Having regard to DC's comments, TD will review the proposal with the bus company.</p>
2010	NWFB	23B	Braemar Hill – Robinson Road / Park Road – Braemar Hill	<p>Owing to low utilisation rate, i.e. lower than 20% on average, on Saturdays and school holidays, it is proposed to cancel the services on Saturdays and school holidays.</p> <p><b>Advantages of the Proposal</b> Reducing under-utilised bus services can enhance operational efficiency.</p>	<p>DC did not support the proposal, indicating that passenger demand would not be met.</p> <p>TD will review DC's comments with the bus company, and revise the proposal for further consultation with the DCs.</p>
2010	CTB	12	Central (Central Ferry Pier) – Robinson Road (Circular)	<p>CTB Route 12 serving Central duplicates with CTB Routes 3B (Central (Rumsey Street) to Pokfield Road) and 12M (Admiralty Station (Tamar Street) to Park Road), and NWFB Routes 13 (Central (City Hall) to Kotewall Road) and 23A (Lai Tak Tsuen to Robinson Road). Since the opening of the Hillside Escalator, the patronage of CTB Route 12 during off-peak hours is very low, with about 10 passengers per departure on average. It is therefore proposed to cancel the services of CTB Route 12 during off-peak hours, and to operate the route from 7:00 am to 10:00 am from Mondays to Saturdays and from 4:00 pm to 7:00 pm from Mondays to Fridays.</p> <p><b>Advantages of the Proposal</b></p>	<p>DC considered it unfair to local residents that TD frequently proposed rationalisation of bus services at Mid-Levels and its vicinity. They also counter-proposed that the service of CTB Route 12 should be strengthened.</p> <p>Alternatives are available for the affected passengers, and as new interchange concessions and section fare will be offered, the passengers affected will not have to pay higher fares by choosing the alternatives. As the proposal can reduce 40 bus trips per day during off-peak hours from Queen's Road Central and Connaught Road Central, TD considers</p>

Estimated Implementation Year	Bus Company	Route Number	Origin and Destination	Proposal	Follow-up Actions
				The proposal can reduce about 40 bus trips per day from Queen's Road Central and Connaught Road Central. This can help alleviate traffic congestion in Central and its vicinity.	that the proposal should be implemented.
2010	CTB	90	Ap Lei Chau Estate – Central (Exchange Square)	<p>It is proposed to reduce the service frequency after the evening-peak hours.</p> <p><b>Advantages of the Proposal</b> Reducing under-utilised bus services can enhance operational efficiency.</p>	<p>DC did not support the proposal because the fare of alternative bus services is higher.</p> <p>Having regard to DC's comments, TD will review the proposal with the bus company.</p>
2010	KMB/NWFB	641	Kai Yip – Central (Macao Ferry)	<p>Owing to low utilisation rate, i.e. lower than 20% on average, of cross-harbour Route 641 during Saturday afternoon, it is proposed to cancel the service of that period. Affected passengers may choose among cross-harbour Routes 101, 606 or 619 for journeys to/from the vicinities of the Hong Kong Island and Kwun Tong.</p> <p><b>Advantages of the Proposal</b> Implementation of the proposal can reduce 24 bus trips per day through Queensway, Des Voeux Road Central and Connaught Road Central.</p>	<p>DC considered that passenger demand for this route would increase upon completion of several commercial buildings in Kowloon Bay.</p> <p>Having regard to DC's comments, TD will review the proposal with the bus company.</p>
2010	KMB/CTB	690	Hong Sing – Central (Exchange Square)	The utilisation rate during off-peak hours for this route has been low, i.e. lower than about 20% on average, since the opening of MTR Tseung Kwan O (TKO) Line. It is therefore proposed to cancel the service of Route 690 during non-peak periods	DC considered it not appropriate to reduce the service of three cross-harbour routes (i.e. Routes 601, 603 and 619) for TKO at the same time. They also commented that no railway service was

Estimated Implementation Year	Bus Company	Route Number	Origin and Destination	Proposal	Follow-up Actions
				<p>on weekdays, after 10:00 am on Saturdays and whole-day on Sundays.</p> <p>Passengers from Hong Sing and Tsui Lam may take Green Minibus (GMB) Routes 15M or 17M and interchange with MTR for journeys to the Hong Kong Island. Interchange concessions are currently available. Passengers from Po Lam may take the MTR directly while those outside Tseung Kwan O may choose among cross-harbour Routes 601, 603 or 619.</p> <p><b>Advantages of the Proposal</b> The proposal can reduce 24 bus trips per day through Queensway, Des Voeux Road Central and Connaught Road Central on weekdays.</p>	<p>available uphill in Tsui Lam Estate, Hong Sing Garden and King Ming Court.</p> <p>As Tsui Lam Estate, Hong Sing Garden and King Ming Court are not directly served by railway, TD will first implement the proposed service reduction of cross-harbour Route 692.</p>
2010	KMB/ NWFB	692	Hang Hau (North) – Central (Exchange Square)	<p>The utilisation rate during off-peak hours of this route has been low, i.e. lower than about 20% on average, since the opening of MTR TKO Line. It is therefore proposed to cancel the service of Route 692 during the off-peak periods on weekdays, after 10:00 am on Saturdays and whole-day on Sundays.</p> <p>Affected passengers may take the MTR directly at lower fares for journeys between Hang Hau and the Hong Kong Island.</p> <p><b>Advantages of the Proposal</b> The proposal can reduce 96 bus trips per day</p>	<p>DC considered that passengers were given fewer choices as they had to switch to railway.</p> <p>TD considers that passengers may take railway direct as the alternative, and cancellation of under-utilised service can reduce bus trips along busy corridors, which can help improve roadside air quality. With alternative public transport services available, TD considers that the proposal to reduce Route 692's services is worth supporting and should be implemented as planned.</p>



Estimated Implementation Year	Bus Company	Route Number	Origin and Destination	Proposal	Follow-up Actions
				through Connaught Road Central, Hennessy Road and Yee Wo Street.	
2010	NWFB	694	Siu Sai Wan – Tiu Keng Leng Public Transport Interchange	<p>The utilisation rate during off-peak hours for this route has been low, i.e. lower than about 13% on average, since the opening of MTR TKO Line. It is therefore proposed to cancel the service of Route 694 during off-peak periods on weekdays, after 10:00 am on Saturdays and whole-day on Sundays.</p> <p>Affected passengers may take MTR for journeys between TKO and Chai Wan, and interchange with GMB 47M for journeys to Siu Sai Wan.</p> <p><b>Advantages of the Proposal</b> The proposal can reduce 68, 90 and 109 bus trips per day from Mondays to Fridays, Saturdays, and Sundays and public holidays respectively.</p>	<p>DC considered that passengers were given fewer choices as they had to switch to railway and that it is unfair to reduce bus services at Siu Sai Wan where no railway service is available.</p> <p>TD will first implement the proposed cancellation of cross-harbour Route 692.</p>
2010	CTB	962X	Tuen Mun (Lung Mun Oasis) – Admiralty	<p>It is proposed to reduce the frequencies of departures from Tuen Mun after 11:00 am and from Admiralty before 5:00 pm to every 30 minutes.</p> <p><b>Advantages of the Proposal</b> The proposal can reduce 13 bus trips along busy corridors per day.</p>	<p>DC considered that the journey from Tuen Mun to the Hong Kong Island was long and it was very inconvenient to take trains which would require interchange several times.</p> <p>Having regard to DC's comments, TD will review the proposal with the bus company.</p>