

## **Bus Route Planning Programme for Southern District 2016-17**

### **Purpose**

This paper elaborates and seeks the view of Members on the Bus Route Planning Programme (BRPP) for Southern District 2016-17.

### **BRPP for 2016-17**

2. A draft BRPP for 2016-17 has been devised. Table 1 provides a summary of the proposals and Appendices I to VI set out the details.

### **BRPP planning considerations**

3. The Chief Executive has indicated in his Policy Addresses since 2013 that the Government will continue to develop a transportation system centred on public transport with railway as the backbone, in order to alleviate road congestion and roadside emissions. With the commissioning of a number of new railways in the next few years, the Government will make further efforts to optimise the public transport system and pursue bus route rationalisation vigorously in order to enhance network efficiency, improve service quality, rationalise the functions and roles of various public transport modes, and strengthen the complementarity amongst different services. The aim is to ensure that the public can enjoy efficient services with reasonable modal choices on the one hand, and the sustainability of different services can be maintained on the other.

4. The Transport Department (“TD”) will continue to develop the bus route network in accordance with the following long term public transport strategies:

- (1) We will have comprehensive and long-term planning for public transport, which is closely related to people's livelihood, economic development and environmental protection. Our railway network is the backbone of Hong Kong's passenger transport system. Its patronage accounts for about 40% of all public transport passenger trips per day. The development of rail transport not only can significantly speed up passenger flow, but also alleviate road traffic congestion and reduce vehicle-induced air pollution. The development potential of areas along the railway lines can also be unleashed to facilitate economic development. Therefore, our long-term planning for public transport will continue to revolve around a railway-based network complemented by bus services. In the past few years, new railways have been completed in Hong Kong one after another. Passengers can interchange between various railway lines, making travelling between the Hong Kong Island, Kowloon and the New Territories more convenient. We will continue to promote maximum utilisation of railways supplemented by feeder services of other public transport modes. Among the public

transport modes, franchised buses have higher capacity and can adjust their service patterns to meet changes in demand within a relatively short period of time. Hence, franchised bus services will continue to play an important role in our public transport system and provide feeder service connecting the railway network and inter-district service, particularly for areas without direct railway access. We will also continue to encourage franchised bus companies to improve the quality of their services. As for the remaining public transport modes, they will continue to play a complementary role to railways and franchised bus services in the transport system as a whole.

- (2) Clean air and good traffic conditions are valuable assets of our society. With limited road space but large number of vehicles and pedestrians in Hong Kong, the public is very concerned about road traffic conditions and the impact of traffic on the environment. To enable sustainable development of Hong Kong, we will rationalise bus services by cancellation of routes with low utilisation, frequency reduction and route truncation to better utilise bus resources, having regard to the changes in passenger demand and the commissioning of new transport infrastructure. While rationalising bus routes, bus companies will also consider providing bus-bus interchange schemes as supporting measures.
- (3) In view of the continued expansion of the railway network, we will further improve the public transport network, carry out effective intermodal coordination, rationalise relevant public transport services to meet demand, and minimise unhealthy competition and route duplication. The completion of a number of new railways in the forthcoming years will provide opportunities to implement bus route rationalisation on a substantial scale to alleviate road congestion, maintain an efficient public transport system and reduce roadside air pollution.

### **Guidelines on Service Improvement and Reduction**

5. The TD and franchised bus companies will make reference to the guidelines as set out in paragraphs 6 to 15 below in the formulation of BRPP.

### **Service Enhancement**

6. 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**

7. 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

8. If the adjustment described in paragraph 7 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 try our best to avoid introducing long haul bus routes or routes that operate via busy districts such as Mong Kok, Tsim Sha Tsui, Central, Wanchai and Causeway Bay.

9. 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

10. 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

11. 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**

12. For bus routes with low utilisation, we will implement different measures to enhance their efficiency subject to their actual 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

13. 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

14. 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

15. 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.

16. The TD and franchised bus companies will also take into account the following factors in considering the BRPP:

- (1) existing and planned public transport services in the district;
- (2) development of the district;
- (3) completion of transport infrastructures;
- (4) benefit to passengers;
- (5) impact on traffic congestion and the environment;
- (6) impact on the franchised bus operator concerned;
- (7) impact on other public transport operators;
- (8) cost-effectiveness; and
- (9) public views and suggestions.

17. Apart from the above-mentioned guidelines and factors, we have been rationalising bus routes through “area approach” for individual districts/ areas as appropriate since 2013. Under the approach, we will review bus services holistically for a district as a whole and consider the transport service package for a district/area, rather than on a route-by-route basis, with a view to achieving the greatest complementary effects. Bus route rationalisation is more than just the cancellation of under-utilised routes. By way of rationalisation, it is the TD’s objective to expand the bus network of the district/ area so that bus services can better meet passenger demand. Bus route rationalisation generally involves cancellation or amalgamation of duplicated routes, rationalising circuitous routes and frequency adjustments, etc. This can reduce unnecessary bus routes and bus trips and redeploy spared resources to routes with genuine needs for service enhancement, thereby benefitting residents of the area as a whole. Since bus route rationalisation proposals are devised by taking into account the overall bus network of the district/ area, the guidelines and factors set out in paragraphs 6 to 16 above may not be fully applicable to individual proposals. Overall speaking, bus service rationalisation is pursued to better meet passenger demand and achieve more efficient use of bus resources so as to benefit the majority of the passengers.

18. Lastly, as the target commissioning date of the MTR South Island Line (East) has been revised from the original date of end 2015 to end 2016, the implementation date of the associated public transport re-organisation plans will have to be postponed and some of the buses originally scheduled to retire in 2016 will have to continue operation in order to maintain existing service level. The TD and the bus companies will ensure compliance of these buses with the statutory requirements in terms of construction, performance and safety. Upon the phased implementation of the associated re-organisation plans concerned, these buses will be retired accordingly.

### **Advice Sought**

19. Members are invited to give views on BRPP for Southern District 2016-17.

Transport Department  
February 2016

**Year 2016-2017**  
**Bus Route Planning Programme of Southern District**  
**Items of Rationalisation of Bus Services**  
**(Routes of Hong Kong Island)**

<u>Bus Company</u>	<u>Proposed Implementation Date</u>	<u>Route No.</u>	<u>Terminating Points</u>	<u>Morning Peak Headway (minutes)</u>		<u>Vehicle Deployment</u>						<u>Remarks</u>
						<u>Existing</u>		<u>Proposed</u>		<u>Change</u>		
				<u>Existing</u>	<u>Proposed</u>	<u>Air-conditioned Single Decker</u>	<u>Air-conditioned Double Decker</u>	<u>Air-conditioned Single Decker</u>	<u>Air-conditioned Double Decker</u>	<u>Air-conditioned Single Decker</u>	<u>Air-conditioned Double Decker</u>	
NWFB	3 <sup>rd</sup> Quarter of 2016	3A	Central Ferry Piers (Pier 7) - Mount Davis (Felix Villas)	Total 2 departures & 1 additional departure (on school days only)	Total 1 departure (school days only)	0	[1]	0	[1]	0	0	[1] To convert to operate on schooldays only.  [2] To adjust departure time.  Please refer to <b><u>Appendix 1</u></b> for details.
NWFB	3 <sup>rd</sup> Quarter of 2016	30X	Cyberport to Central (Exchange Square) (Circular)	15-20	20-30	0	5	0	4	0	-1	[1] To adjust frequency of trips departing Cyberport during morning peak hours.  [2] To increase the number short-workings from Central (Exchange Square) to Cyberport during morning peak hours.

**Year 2016-2017**  
**Bus Route Planning Programme of Southern District**  
**Items of Rationalisation of Bus Services**  
**(Routes of Hong Kong Island)**

<u>Bus Company</u>	<u>Proposed Implementation Date</u>	<u>Route No.</u>	<u>Terminating Points</u>	<u>Morning Peak Headway (minutes)</u>		<u>Vehicle Deployment</u>						<u>Remarks</u>
						<u>Existing</u>		<u>Proposed</u>		<u>Change</u>		
				<u>Existing</u>	<u>Proposed</u>	<u>Air-conditioned Single Decker</u>	<u>Air-conditioned Double Decker</u>	<u>Air-conditioned Single Decker</u>	<u>Air-conditioned Double Decker</u>	<u>Air-conditioned Single Decker</u>	<u>Air-conditioned Double Decker</u>	
CTB	3 <sup>rd</sup> Quarter of 2016	40	Wah Fu (North) – Wan Chai North Temporary Public Transport Interchange	11-20	20	0	9	0	4	0	-5	<b><u>Route 40:</u></b> To convert as uni-directional service from Wah Fu (North) to Wan Chai (Hong Kong Convention and Exhibition Centre) and omit Chi Fu Road. At the same time, service hours and frequency will be adjusted.
CTB	3 <sup>rd</sup> Quarter of 2016	40M	Wah Fu (North) – Admiralty (Government Headquarters)	13-20	15-20	0	7	0	10	0	3	<b><u>Route 40M:</u></b> [1] To relocate the terminal point from Admiralty (Government Headquarters) to Wan Chai North Temporary Public Transport Interchange.  [2] To divert both bound journeys via Chi Fu Road. Departures to Wah Fu (North) will begin their journey from Wan Chai North Temporary Public Transport Interchange and travel via Cotton Tree Drive and Caine Road after Hennessy Road and Queensway in lieu of Queen’s Road Central, D’Aguilar Street and Lyndhurst Terrace.  [3] To adjust service hours and frequency.  Please refer to <b><u>Appendix 2</u></b> for details.

**Year 2016-2017**  
**Bus Route Planning Programme of Southern District**  
**Items of Rationalisation of Bus Services**  
**(Routes of Hong Kong Island)**

<u>Bus Company</u>	<u>Proposed Implementation Date</u>	<u>Route No.</u>	<u>Terminating Points</u>	<u>Morning Peak Headway (minutes)</u>		<u>Vehicle Deployment</u>						<u>Remarks</u>
						<u>Existing</u>		<u>Proposed</u>		<u>Change</u>		
				<u>Existing</u>	<u>Proposed</u>	<u>Air-conditioned Single Decker</u>	<u>Air-conditioned Double Decker</u>	<u>Air-conditioned Single Decker</u>	<u>Air-conditioned Double Decker</u>	<u>Air-conditioned Single Decker</u>	<u>Air-conditioned Double Decker</u>	
CTB	3 <sup>rd</sup> Quarter of 2016	41A	Wah Fu (Central) – North Point Ferry Pier	10-25	10-25	6	0	6	0	0	0	To adjust the routeing of the four special departures via Bracemar Hill Road during hours before and after school in order to improve service regularity. The adjusted routeing will be same as other existing departures plying between Wah Fu and North Point.  Please refer to <u>Appendix 3</u> for details.
CTB	3 <sup>rd</sup> Quarter of 2016	43M	Tin Wan Estate to Shek Tong Tsui (Des Voeux Road West near Hill Road) (Circular)	15-20	15-20	5	2	6	0	1	-2	To shorten the route which will operate between Tin Wan Estate and Kennedy Town (Sai Cheung Street) and convert the whole bus fleet of the route to single deckers due to low patronage.  Please refer to <u>Appendix 4</u> for details.

**Year 2016-2017**  
**Bus Route Planning Programme of Southern District**  
**Items of Rationalisation of Bus Services**  
**(Cross Harbour Routes)**

<u>Bus Company</u>	<u>Proposed Implementation Date</u>	<u>Route No.</u>	<u>Terminating Points</u>	<u>Morning Peak Headway (minutes)</u>		<u>Vehicle Deployment</u>						<u>Remarks</u>
						<u>Existing</u>		<u>Proposed</u>		<u>Change</u>		
				<u>Existing</u>	<u>Proposed</u>	<u>Air-conditioned Single Decker</u>	<u>Air-conditioned Double Decker</u>	<u>Air-conditioned Single Decker</u>	<u>Air-conditioned Double Decker</u>	<u>Air-conditioned Single Decker</u>	<u>Air-conditioned Double Decker</u>	
CTB	3 <sup>rd</sup> Quarter of 2016	107	Wah Kwai Estate – Kowloon Bay	5-12	5-12	0	24	0	24	0	0	To re-route half of the departures of route 107 from Wah Kwai Estate to Kowloon Bay by omitting Nam Long Shan Road and Wong Chuk Hang Temporary Bus Terminus during morning peak hours. The diverted route will be numbered as route 107A.  Please refer to <b><u>Appendix 5</u></b> for details.
NWFB	3 <sup>rd</sup> Quarter of 2016	970X	Aberdeen - So Uk Tin Wan to So Uk	8-20 & 2 special departures (from Tin Wan)	8-20	0	15	0	13	0	-2	<b><u>Route 970X:</u></b> To cancel special departures from Tin Wan to tie in with terminal point change of NWFB 971.
NWFB	3 <sup>rd</sup> Quarter of 2016	971	Shek Pai Wan Estate Public Transport Interchange - Hoi Lai Estate	15-25	15-25	2	7	2	7	0	0	<b><u>Route 971:</u></b> To truncate at Tin Wan Estate.  Please refer to <b><u>Appendix 6</u></b> for details.

## **Re-organization of NWFB 3A**

### **I. Details of Existing Services of NWFB 3A**

<b>Route</b>	<b>3A</b>
<b>Terminating Points</b>	Central Ferry Piers (Pier 7) - Mount Davis (Felix Villas)
<b>Service Hours</b>	<u>From Central Ferry Piers (Pier 7):</u> <u>Mondays to Fridays (except Public Holidays)</u> 7.15 a.m.  <u>Schooldays</u> 7.20 a.m.  <u>From Mount Davis (Felix Villas):</u> <u>Mondays to Fridays (except Public Holidays)</u> 7.45 a.m., 3.15 p.m. 3.50 p.m. and 4.15 p.m.
<b>Fare</b>	\$5.6
<b>Number of Vehicles</b>	1 air-conditioned double decker

### **II. Background**

The utilization of NWFB 3A is low, especially on non-schooldays due to its overlap with GMB 54. The departure from Mount Davis at 3.15 p.m. often runs without picking any passengers. Moreover, after the extension of MTR Island line, there is a change in the travel patterns of passengers in Mount Davis. The utilization of the route dropped further, the daily average patronage is about 35%.

### **III. The Proposal**

In light of the above, it is proposed to re-organize NWFB 3A. The route will operate on schooldays only and the departure time will be adjusted. The routeing and fare will remain unchanged. Details are as follows:

<b>Service Hours</b>	<u>From Central Ferry Piers (Pier 7):</u> <u>Schooldays</u> 7.20 a.m.  <u>From Mount Davis (Felix Villas):</u> <u>Schooldays</u> 3.55 p.m.
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#### **IV. Advantages**

The proposal can coordinate the service of franchised bus and GMB on overlapping road section and better utilize bus resources. It can also help alleviating traffic load in busy road section near Central Ferry Piers and Connaught Road Central. Roadside air quality can also be improved.

#### **V. Effect on Passengers**

Origin	Destination	No. of Affected Passengers (% of Total Passengers)	Alternative	Fare
To Central Ferry Piers (Pier 7)				
Mount Davis Road	Pok Fu Lam Road to Des Voeux Road West	11 (4.6%)	GMB 54	From \$5.6 reduced to \$5.3
	Hong Kong Macau Ferry Terminal & Central	11 (4.6%)	GMB 54	\$7
Pok Fu Lam Road to Des Voeux West	Central (International Finance Centre & Pier 7)	9 (3.8%)	CTB 7 or NWFB 91	From \$5.1/4.1 reduced to \$4.2/3.4 or \$4.4/3.6

#### **VI. Proposed Implementation Date**

3<sup>rd</sup> Quarter of 2016

## **Re-organization of CTB 40 and 40M**

### **I. Details of Existing Services of CTB 40 and 40M**

<b>Route Nos.</b>	<b>40</b>	<b>40M</b>
<b>Terminating Points</b>	Wah Fu (North) – Wan Chai North Temporary Public Transport Interchange	Wah Fu (North) – Admiralty (Government Headquarters)
<b>Morning Peak Headway</b>	11 - 20 minutes	13 - 20 minutes
<b>Full Fare Per Single Journey</b>	\$5.3	\$5.3
<b>Service Hours</b>	<p><u>From Wah Fu (North):</u> From 6.00 am to 11.00 pm on Mondays to Saturdays From 6.00 am to 11.00 pm on Sundays and Public Holidays</p> <p><u>From Wan Chai North Temporary Public Transport Interchange:</u> From 6.37 am to 11.48 pm on Mondays to Saturdays From 6.35 am to 11.35 pm on Sundays and Public Holidays</p>	<p><u>From Wah Fu (North):</u> From 6.06 am to 10.57 pm on Mondays to Saturdays From 6.10 am to 10.50 pm on Sundays and Public Holidays</p> <p><u>From Admiralty (Government Headquarters):</u> From 6.42 am to 11.42 pm on Mondays to Saturdays From 6.45 am to 11.45 pm on Sundays and Public Holidays</p>
<b>Maximum Morning Peak Patronage</b>	Wan Chai bound: 60% Wah Fu bound: 55%	Admiralty bound: 67% Wah Fu bound: 28%
<b>Maximum Evening Peak Patronage</b>	Wan Chai bound: 35% Wah Fu bound: 62%	Admiralty bound: 18% Wah Fu bound: 27%
<b>Number of Vehicles</b>	9 air-conditioned double deckers	7 air-conditioned double deckers

### **II. Background**

- Upon the commissioning of the MTR West Island Line, the catchment of the sections of routes 40 and 40M from University of Hong Kong, the Mid-levels, Central, Admiralty to Wan Chai overlaps with that of the railway. The daily patronage of the routes drops over 31% and 27% respectively and the average occupancy remains low.

### **III. The proposal**

- To better utilise resources and to cope with actual passenger demand, it is proposed to reorganize routes 40 and 40M as follows:

**Route 40M**

- To relocate the current terminating point in Admiralty from Admiralty (Government Headquarters) to Wan Chai North Temporary Public Transport Interchange.
- To divert both bound journeys via Chi Fu Road.
- Departures to Wah Fu (North) will begin their journey from Wan Chai North Temporary Public Transport Interchange and travel via Cotton Tree Drive and Caine Road after Hennessy Road and Queensway in lieu of Queen's Road Central, D'Aguilar Street and Lyndhurst Terrace to avoid congestion in Central.

Route No.	40M																				
Terminating Points	Wah Fu (North) – Wan Chai North Temporary Public Transport Interchange																				
Routeing	<p><u>From Wah Fu (North):</u> via Wah Fu Road, Shek Pai Wan Road, Pok Fu Lam Road, flyover, Chi Fu Road, Claymore Avenue, flyover, Pok Fu Lam Road, flyover, Bonham Road, Caine Road, Upper Albert Road, Garden Road, *(Des Voeux Road Central, Ice House Street, Chater Road, Murray Road), Queensway, Hennessy Road, Fleming Road, flyover, Fleming Road, Convention Avenue and Hung Hing Road.</p> <p>*Departures from Wah Fu (North) are diverted via Queen’s Road Central, Pedder Street, Connaught Road Central, Harcourt Road and Cotton Tree Drive slip road on Sundays and public holidays.</p> <p><u>From Wan Chai North Temporary Public Transport Interchange:</u> via Hung Hing Road, Convention Avenue, Fleming Road, flyover, Fleming Road, Hennessy Road, Queensway, Cotton Tree Drive, Kennedy Road, Upper Albert Road, Caine Road, Bonham Road, Pok Fu Lam Road, Claymore Avenue, Chi Fu Road, Pok Fu Lam Road, Shek Pai Wan Road and Wah Fu Road.</p>																				
Full Fare Per Single Journey	<p><u>From Wah Fu (North):</u></p> <table><tr><td colspan="3">Wah Fu (North)</td></tr><tr><td>\$5.30</td><td></td><td>Queen Mary Hospital</td></tr><tr><td>\$5.30</td><td>\$4.80</td><td>Queen’s Road Central/Des Voeux Road Central</td></tr><tr><td>\$5.30</td><td>\$4.80</td><td>\$3.40 Wan Chai North Temporary Public Transport Interchange</td></tr></table> <p><u>From Wan Chai North Temporary Public Transport Interchange:</u></p> <p>Wan Chai North Temporary Public Transport Interchange</p> <table><tr><td>\$5.30</td><td></td><td>Queen Mary Hospital</td></tr><tr><td>\$5.30</td><td>\$3.90</td><td>Wah Fu (North)</td></tr></table>			Wah Fu (North)			\$5.30		Queen Mary Hospital	\$5.30	\$4.80	Queen’s Road Central/Des Voeux Road Central	\$5.30	\$4.80	\$3.40 Wan Chai North Temporary Public Transport Interchange	\$5.30		Queen Mary Hospital	\$5.30	\$3.90	Wah Fu (North)
Wah Fu (North)																					
\$5.30		Queen Mary Hospital																			
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\$5.30	\$4.80	\$3.40 Wan Chai North Temporary Public Transport Interchange																			
\$5.30		Queen Mary Hospital																			
\$5.30	\$3.90	Wah Fu (North)																			

<b>Service Hours</b>	<u>From Wah Fu (North):</u> From 6.10 am to 11.00 pm on Mondays to Saturday From 6.15 am to 11.00 pm on Sundays and Public Holidays  <u>From Wan Chai North Temporary Public Transport Interchange:</u> From 6.37 am to 11.48 pm daily
<b>Mondays to Fridays (Except Public Holidays) Peak Headway</b>	15 - 20 minutes
<b>Mondays to Fridays (Except Public Holidays) Non-peak Headway</b>	15 - 25 minutes
<b>Saturdays (Except Public Holidays) Headway</b>	15 - 24 minutes
<b>Sundays and Public Holidays Headway</b>	20 - 24 minutes
<b>Journey Time</b>	About 60 minutes
<b>Number of Vehicles</b>	10 air-conditioned double deckers (Buses will be shared with route 40 outside peak hours)

#### **Route 40**

- To convert as uni-directional service from Wah Fu (North) to Wan Chai (Hong Kong Convention and Exhibition Centre). Departures from Wah Fu (North) will omit Chi Fu Road and continue to travel via Robinson Road in the Mid-levels so that services from the Southern District to Robinson Road and from Robinson Road to Admiralty and Wan Chai will be maintained.
- To relocate the terminating point from Wan Chai North Temporary Public Transport Interchange to Fleming Road outside Hong Kong Convention and Exhibition Centre in Wan Chai.
- Service hours will be adjusted to 6.00 am to 7.00 pm daily. Passengers travel from Wan Chai and Admiralty to the Mid-levels, Pok Fu Lam Road, Chi Fu and Wah Fu may choose the re-organized route 40M.

<b>Route No.</b>	<b>40</b>
<b>Terminating Points</b>	Wah Fu (North) to Wan Chai (Hong Kong Convention and Exhibition Centre)
<b>Routeing</b>	<u>From Wah Fu (North):</u> via Wah Fu Road, Shek Pai Wan Road, Pok Fu Lam Road, flyover, Bonham Road, Park Road, Robinson Road, Garden Road, Queensway, Hennessy Road, Fleming Road, flyover and Fleming Road.

Full Fare Per Single Journey	From Wah Fu (North):			
	Wah Fu (North)			
	\$5.30	Queen Mary Hospital		
	\$5.30	\$4.80	Queensway	
	\$5.30	\$4.80	\$3.40	Wan Chai (Hong Kong Convention and Exhibition Centre)
Service Hours and Headway From Mondays to Fridays (Except Public Holidays)	6.00 am to 6.00 pm: 20 minutes			
	6.00 pm to 7.00 pm: 30 minutes			
Service Hours and Headway on Saturdays (Except Public Holidays)	6.00 am to 12.00 noon: 20 minutes			
	12.00 noon to 7.00 pm: 30 minutes			
Service Hours and Headway on Sundays and Public Holidays	6.00 pm to 7.00 pm: 30 minutes			
Journey Time	About 60 minutes			
Number of Vehicles	4 air-conditioned double deckers (Buses will be shared with route 40M outside peak hours)			

#### **IV. New Octopus Interchange Concessions**

From Wah Fu / Pok Fu Lam to Robinson Road:

<b>1<sup>st</sup> Trip</b>	<b>Destination</b>	<b>Fare</b>	<b>2<sup>nd</sup> Trip</b>	<b>Destination</b>	<b>Fare</b>	<b>Discount</b>	<b>Total Fare</b>	<b>Interchange Location</b>
CTB route 40M	Wan Chai	\$5.3/ \$4.8	CTB route 12M	Park Road	\$4.3	\$4.3	\$5.3/ \$4.8	Bonham Road

<b>1<sup>st</sup> Trip</b>	<b>Destination</b>	<b>Fare</b>	<b>2<sup>nd</sup> Trip</b>	<b>Destination</b>	<b>Fare</b>	<b>Discount</b>	<b>Total Fare</b>	<b>Interchange Location</b>
CTB route 40M	Wan Chai	\$5.3/ \$4.8	NWFB route 23	North Point Ferry Pier	\$6.9	\$5.3/ \$4.8	\$6.9	Pok Fu Lam Road near Pokfield Road

From Robinson Road to Central / Wan Chai:

1 <sup>st</sup> Trip	Destination	Fare	2 <sup>nd</sup> Trip	Destination	Fare	Discount	Total Fare	Interchange Location
CTB route 12	Central Ferry Piers	\$4.3	CTB route 40M	Wan Chai	\$4.8	\$4.3	\$4.8	Garden Road outside St. John's Cathedral
CTB route 12M	Admiralty (Tamar Street)							

From Robinson Road to Wan Chai:

1 <sup>st</sup> Trip	Destination	Fare	2 <sup>nd</sup> Trip	Destination	Fare	Discount	Total Fare	Interchange Location
CTB route 12	Central Ferry Piers	\$4.3	CTB route 930/930A	Wan Chai	\$5.7	\$5.2	\$4.8	Connaught Road Central outside Jardine House
CTB route 12M	Admiralty (Tamar Street)							Queensway outside United Centre

## V. Advantages

### **Route 40M**

- By diverting both bound journeys via Chi Fu Road, the route will provide additional direct bus service to Central for passengers from Chi Fu.

### **Route 40**

- By omitting Chi Fu Road, the route will provide a more convenient and direct bus service to the Mid-levels, Admiralty and Wan Chai for passengers from Wah Fu.

## VI. Effect on Passengers

### **Route 40M**

From Admiralty (Government Headquarters):

Origin	Destination	No. of Affected Passengers (% of Total Passengers)	Alternative	Fare
Queen's Road Central to Arbuthnot Road	Caine Road to Bonham Road near Centre Street	338 (6.4%)	CTB route 12M	\$5.3 reduced to \$4.3
	Bonham Road near HKU East Gate to Wah Fu	286 (5.4%)	NWFB routes 4/4X or taking the Mid-levels Escalator to Caine Road for CTB route 40M	\$5.3 (unchanged)

**Route 40**

From Wah Fu (North):

Origin	Destination	No. of Affected Passengers (% of Total Passengers)	Alternative	Fare
Wah Fu	Chi Fu	210 (2.7%)	CTB routes 40M or 40P	\$5.3 (unchanged) (route 40M) / \$5.3 reduced to \$4.7 (route 40P)
Chi Fu	Park Road and Robinson Road	112 (1.5%)	[1] New BBI: interchanging from CTB routes 40M to 12M; or [2] CTB route 40P	\$5.3 (unchanged) (interchanging from routes 40M to 12M) / \$5.3 reduced to \$4.7 (route 40P )
Wah Fu and Pok Fu Lam Road opposite to Pok Fu Lam Village to Bonham Road (After 7.00 pm)	Park Road and Robinson Road	41 (0.5%)	New BBI: interchanging from CTB routes 40M to 12M	\$5.3/\$4.8 (unchanged)
	Garden Road to Wan Chai North	47 (0.6%)	CTB route 40M	\$5.3/\$4.8 (unchanged)
Park Road and Robinson Road (After 7.00 pm)	Park Road to Admiralty	66 (0.9%)	CTB route 12M	\$5.3 reduced to \$4.3
	Wan Chai	44 (0.6%)	New BBI: interchanging from CTB routes 12/12M to CTB routes 930/40M	\$4.8 (unchanged)

From Wan Chai North Temporary Public Transport Interchange:

Origin	Destination	No. of Affected Passengers (% of Total Passengers)	Alternative	Fare
En-route stops	En-route stops	3,638 (47.4%)	CTB route 40M	\$5.3/\$3.9 (unchanged)

**VII. Route Map**

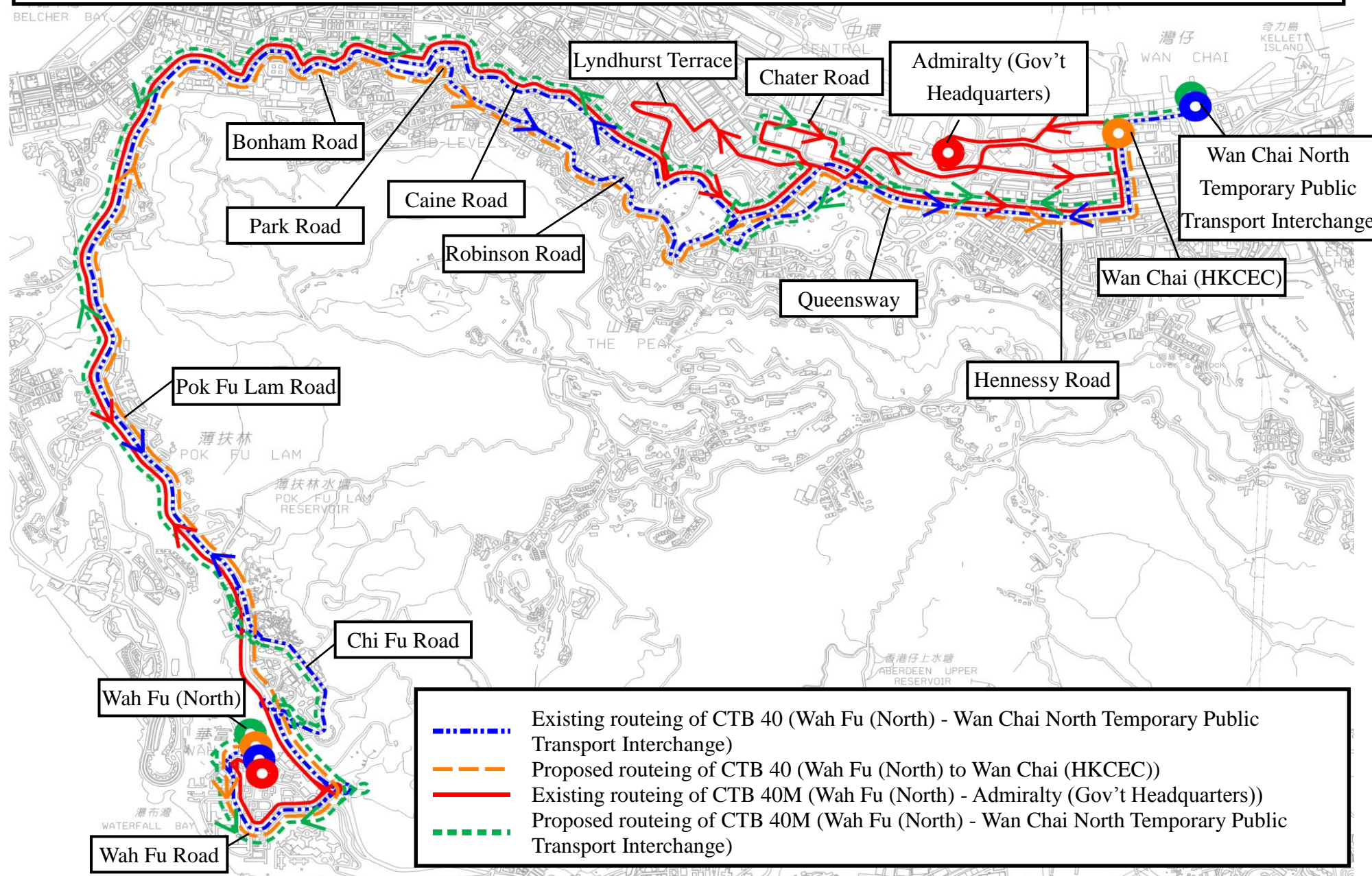
Please see Drawing II.

**VIII. Proposed Implementation Date**

3<sup>rd</sup> Quarter of 2016

## Drawing II

Proposed Re-routing of CTB 40 (Wah Fu (North) - Wan Chai North Temporary Public Transport Interchange) & Proposed Re-routing of CTB 40M (Wah Fu (North) - Admiralty (Gov't Headquarters))



## Re-organization of CTB 41A

### **I. Details of Existing Services of CTB 41A**

<b>Route No.</b>	<b>41A</b>
<b>Terminating Points</b>	Wah Fu (Central) – North Point Ferry Pier
<b>Morning Peak Headway</b>	10 - 25 minutes
<b>Full Fare Per Single Journey</b>	\$6.9
<b>Service Hours</b>	<p><u>From North Point Ferry Pier:</u> From 6.45 am to 11.00 pm on Mondays to Saturdays From 7.15 am to 11.00 pm on Sundays and Public Holidays</p> <p><u>From Wah Fu (Central):</u> From 6.30 am to 11.00 pm on Mondays to Saturdays From 7.00 am to 11.00 pm on Sundays and Public Holidays</p> <p><b>Special Departures via Braemar Hill Road</b> <u>From North Point Ferry Pier:</u> Mondays to Fridays (School Days only) 7.00 am and 7.20 am (2 trips)</p> <p><u>From Wah Fu (Central):</u> Mondays to Fridays (School Days only) 2.40 pm and 3.20 pm (2 trips)</p>
<b>Maximum Morning Peak Patronage</b>	From North Point Ferry Pier: 67% From Wah Fu (Central): 72%
<b>Maximum Evening Peak Patronage</b>	From North Point Ferry Pier: 72% From Wah Fu (Central): 78%
<b>Number of Vehicles</b>	6 air-conditioned single deckers

### **II. Background**

- At present, four departures of route 41A divert via Braemar Hill Road during hours before and after school from Mondays to Fridays. However, their utilisation in Braemar Hill area is low. Moreover, the traffic in the area is always congested during hours before and after school. Apart from unnecessarily increasing the journey time of some passengers, service regularity of subsequent departures is also affected.

- Among the four special departures (i.e. 7.00 am and 7.20 am from North Point Ferry Pier and 2.40 pm and 3.20 pm from Wah Fu (Central)), the average number of boarding and alighting passengers per stop in Braemar Hill area is less than 2 per trip.

### **III. The Proposal**

- It is proposed that the four special departures will omit Braemar Hill Road and the adjusted routeing will be same as other existing departures which travel via the section of Cloud View Road between Yee King Road and Tin Hau Temple Road heading for Wah Fu and North Point.
- To facilitate the adjustment above, Octopus bus-bus interchange concessions will be offered to passengers plying between Braemar Hill and the Southern District.

<b>1<sup>st</sup> Trip</b>	<b>Destination</b>	<b>Fare</b>	<b>2<sup>nd</sup> Trip</b>	<b>Destination</b>	<b>Fare</b>	<b>Discount</b>	<b>Total Fare</b>	<b>Interchange Location</b>
CTB route 25A	Wan Chai	\$4.0	CTB route 41A	Wah Fu	\$6.9	\$4.0	\$6.9 (unchanged)	Yee King Road
CTB route 41A	North Point Ferry Pier	\$6.9/ \$5.1	CTB route 25A	Wan Chai	\$4.0	\$4.0	\$6.9/ \$5.1 (unchanged)	Yee King Road

### **IV. Advantages**

- Passengers currently taking the four special departures of route 41A which divert via Braemar Hill Road to travel between Wah Fu and North Point Ferry Pier will have the journey time reduced by about 12 minutes per trip.
- The proposed re-routeing will help reduce the impact of the traffic conditions at Braemar Hill Road on the journey of route 41A during hours before and after school, thereby enhancing its service regularity.

### **V. Effect on Passengers**

<b>Origin</b>	<b>Destination</b>	<b>No. of Affected Passengers (% of Total Passengers)</b>	<b>Alternative</b>	<b>Fare</b>
<b>From North Point Ferry Pier to Wah Fu [7.00 am and 7.20 am]</b>				
North Point	Braemar Hill	18 (0.4%)	NWFB route 27	\$6.9 reduced to \$4.4
Braemar Hill	Southern District	14 (0.3%)	Interchanging from CTB routes 25A to 41A	\$6.9 (unchanged)

<b>From Wah Fu to North Point Ferry Pier [2.40 pm and 3.20 pm]</b>				
Southern District	Braemar Hill	11 (0.3%)	Interchanging from CTB routes 41A to 25A	\$6.9/\$5.1 (unchanged)
Lai Tak Tsuen		2 (0.0%)	CTB route 25A	\$4.1 reduced to \$3.7
Braemar Hill	North Point	1 (0.0%)	NWFB route 27	\$4.1 changed to \$4.4

**VI. Route Map**

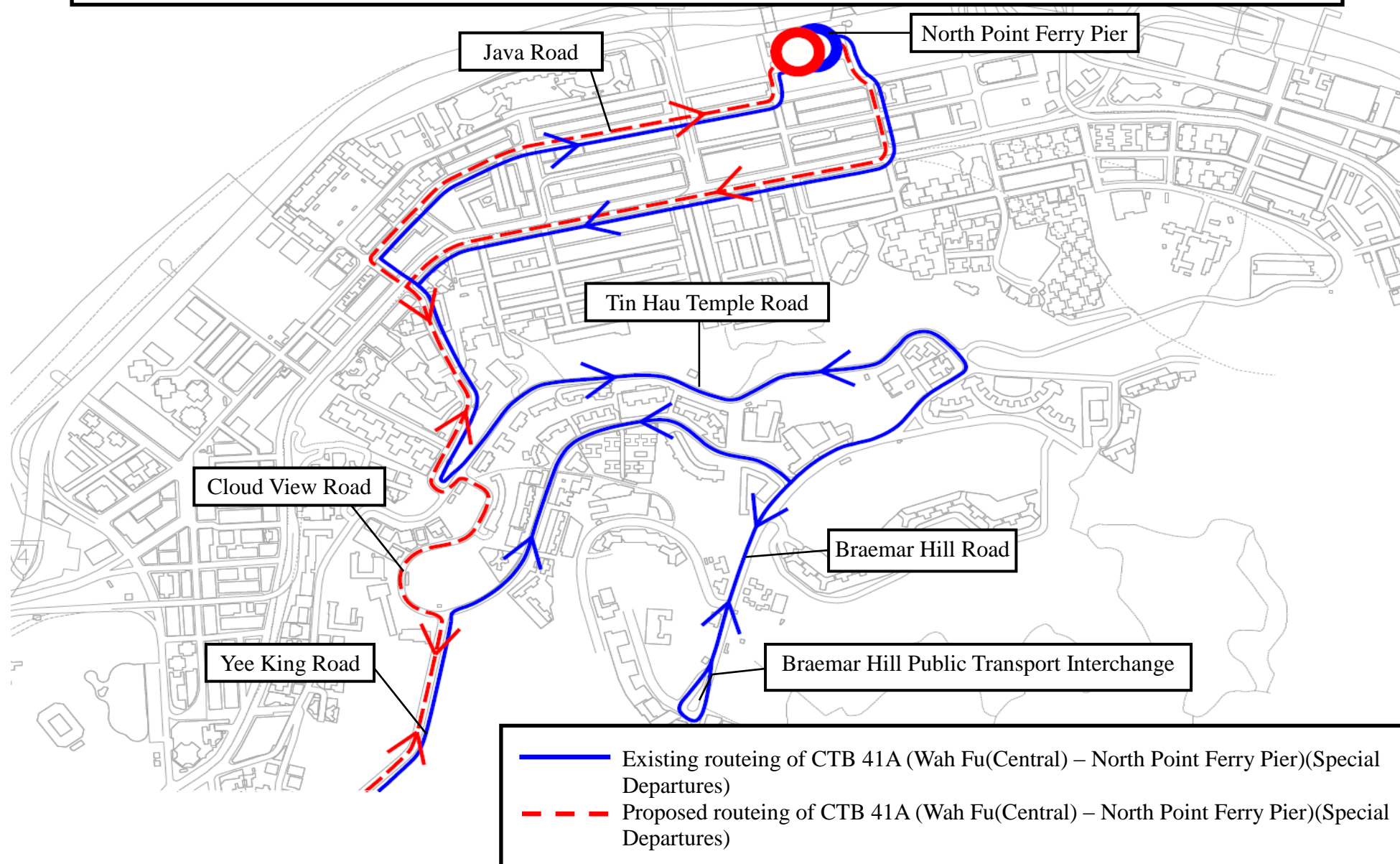
Please see Drawing III.

**VII. Proposed Implementation Date**

3rd Quarter of 2016

## Proposed Re-routeing of CTB 41A

(Wah Fu (Central) – North Point Ferry Pier)(Special Departures)



## **Re-organization of CTB 43M**

### **I. Details of Existing Services of CTB 43M**

<b>Route No.</b>	43M
<b>Terminating Points</b>	Tin Wan Estate to Shek Tong Tsui (Des Voeux Road West near Hill Road) (Circular)
<b>Morning Peak Headway</b>	15 - 20 minutes
<b>Full Fare Per Single Journey</b>	\$5.3
<b>Service Hours</b>	From Tin Wan Estate: From 5.40 am to 11.50 pm daily
<b>Maximum Morning Peak Patronage</b>	51%
<b>Maximum Evening Peak Patronage</b>	59%
<b>Number of Vehicles</b>	2 air-conditioned double deckers and 5 air-conditioned single deckers

### **II. Background**

- CTB route 43M mainly provides feeder service for passengers in the Southern District (including Tin Wan, Wah Kwai, Wah Fu and along Victoria Road) heading to the Western District and interchanging with the MTR Island Line. As a majority of passengers interchange at the Kennedy Town Station, which is the station closest to the Southern District, the daily average patronage in Shek Tong Tsui near Hill Road is less than 6 per trip.
- Passengers transiting to/from railway station find the routeing and bus stop locations of this route in Kennedy Town unsatisfactory as they have to walk for a certain distance before reaching the railway station exit.
- Due to persistently low patronage of the route, there are needs to make adjustments to address the above mentioned so as to improve its operating efficiency.

### **III. The proposal**

- In light of the above, it is proposed to adjust the routeing of route 43M by terminating at Kennedy Town near Sai Cheung Street in the Western District. A new bus stop is proposed at Rock Hill Street outside the Smithfield Municipal Service Building to reduce the walking distance for passengers transiting to the MTR station. It is also proposed to convert the whole bus fleet of the route to air-conditioned single deckers, with details as follows:

<b>Route No.</b>	<b>43M</b>
<b>Terminating Points</b>	Tin Wan Estate to Kennedy Town (Sai Cheung Street) (Circular)
<b>Routeing</b>	From Tin Wan Estate : via Tin Wan Street, Tin Wan Hill Road, flyover, Tin Wan Praya Road, Wah Kwai Estate Bus Terminus, Tin Wan Praya Road, Aberdeen Praya Road, Shek Pai Wan Road, Wah Fu Road, Wah King Street, Wah Hong Street, Victoria Road, Cadogan Street, <i>New Praya Kennedy Town, Shing Sai Road, Sai Cheung Street North, Sai Cheung Street, Belcher's Street, North Street, Rock Hill Street, Smithfield, Forbes Street, Davis Street, Belcher's Street</i> , Victoria Road, Wah Chui Street, Wah King Street, Wah Fu Road, Shek Pai Wan Road, flyover, Tin Wan Praya Road, Wah Kwai Estate Bus Terminus, Tin Wan Praya Road, flyover, Shek Pai Wan Road and Tin Wan Street.
<b>Full Fare Per Single Journey</b>	\$5.3 (unchanged)
<b>Service Hours</b>	unchanged
<b>Headway</b>	15 - 20 minutes (unchanged)
<b>Number of Vehicles</b>	6 air-conditioned single deckers

#### **IV. Advantages**

- Upon re-routeing, the walking distance between the proposed new bus stop at Rock Hill Street and the Kennedy Town Station will be shortened by about 200 metres, as compared with the existing bus stop at Belcher's Street outside Luen Bong Apartment. The distance between the proposed new bus stop and Exit B of the Kennedy Town Station will also be shortened to 20 metres, thereby allowing convenient connection for passengers interchanging with the MTR service.
- By skipping road sections with low patronage, bus resources can be used more effectively while operating efficiency can be enhanced. Moreover, traffic burden of congested section of Des Voeux Road West can be alleviated, thereby improving service reliability of bus routes passing through the area.

**V. Effect on Passengers**

Origin	Destination	No. of Affected Passengers (% of Total Passengers)	Alternative	Fare
Tin Wan to Victoria Road	Des Voeux Road West near Hill Road	222 (8.0%)	Interchanging from CTB route 43M to routes 1/5B/10	\$5.3/4.8/3.6 (unchanged)
Kennedy Town	Des Voeux Road West near Hill Road	7 (0.3%)	CTB routes 1/5B/10	\$5.3 reduced to \$3.4
Des Voeux Road West near Hill Road	Kennedy Town	15 (0.5%)	CTB routes 1/5B/10	\$5.3 reduced to \$3.4
Des Voeux Road West near Hill Road	Victoria Road to Tin Wan	256 (9.3%)	Interchanging from CTB routes 1/5B/10 to route 43M	\$5.3 (unchanged)

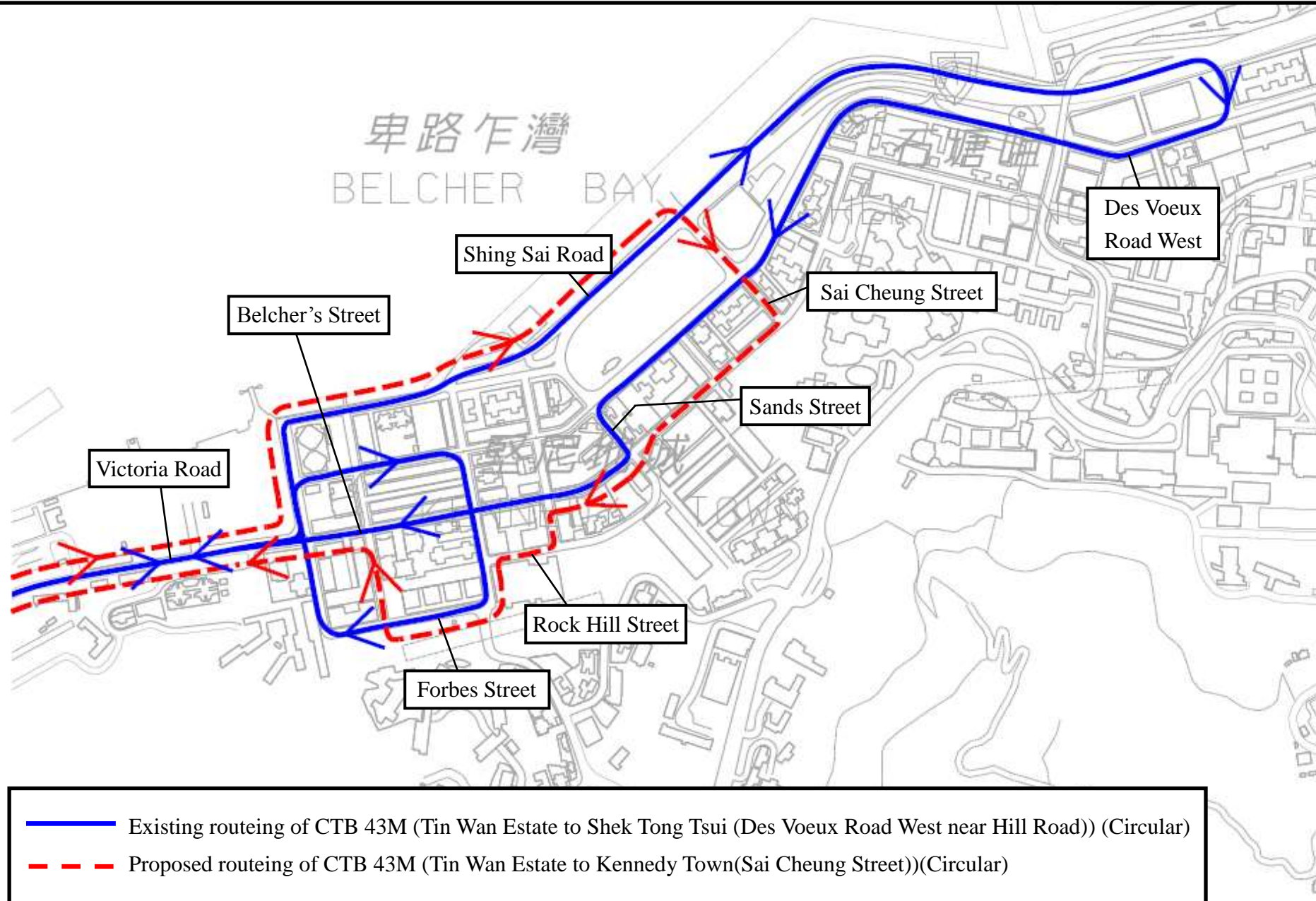
**VI. Route Map**

Please see Drawing IV.

**VII. Proposed Implementation Date**

3rd Quarter of 2016

Proposed Re-routeing of CTB 43M(Tin Wan Estate to Shek Tong Tsui (Des Voeux Road West near Hill Road)) (Circular)



## **Re-organization of Cross Harbour Route 107**

### **I. Details of Existing Services of Cross Harbour Route 107**

<b>Route No.</b>	107
<b>Terminating Points</b>	Wah Kwai Estate – Kowloon Bay
<b>Morning Peak Headway</b>	5 - 12 minutes
<b>Full Fare Per Single Journey</b>	\$11.1
<b>Service Hours</b>	<u>From Wah Kwai Estate:</u> From 6.00 am to 12.00 midnight on Mondays to Saturdays From 6.45 am to 12.00 midnight on Sundays and Public Holidays  <u>From Kowloon Bay:</u> From 6.10 am to 12.00 midnight on Mondays to Saturdays From 6.45 am to 12.00 midnight on Sundays and Public Holidays
<b>Maximum Morning Peak Patronage</b>	From Wah Kwai Estate: 88%
<b>Number of Vehicles</b>	12 air-conditioned double deckers (CTB) and 12 air-conditioned double deckers (KMB) [Buses shared between route 107P]

### **II. Background**

- The Kowloon bound departures of route 107 have to observe Nam Long Shan Road and Wong Chuk Hang Temporary Bus Terminus before travelling back to Wong Chuk Hang Road via the original routeing. To most of the passengers from the Southern District, the routeing is relatively circuitous since over 85% of the passengers travelling from the Southern District to Kowloon during morning peak hours get on board between Wah Kwai and Wong Chuk Hang Road before Nam Long Shan Road.

### **III. The Proposal**

- In order to provide a more direct service to passengers from Wah Kwai, Tin Wan and Aberdeen, it is proposed that half of the departures of route 107 from Wah Kwai Estate to Kowloon Bay during morning peak hours (approximately from 7.10 am to 8.30 am) from Mondays to Fridays (except public holidays) to be re-routed by omitting Nam Long Shan Road and Wong Chuk Hang Temporary Bus Terminus. The diverted route will be numbered as route 107A. Details are as follows:

<b>Route No.</b>	<b>107A</b>
<b>Terminating Points</b>	Wah Kwai Estate to Kowloon Bay
<b>Routeing</b>	<p><u>From Wah Kwai Estate:</u>  via Tin Wan Praya Road, flyover, Shek Pai Wan Road, Aberdeen Praya Road, Aberdeen Bus Terminus, Aberdeen Main Road, Wong Chuk Hang Road, Aberdeen Tunnel, Wong Nai Chung Road, Morrison Hill Road, Leighton Road, Canal Road West, Canal Road flyover, Cross Harbour Tunnel, Hong Chong Road, flyover, Chatham Road North, Ma Tau Wai Road, Ma Tau Chung Road, Prince Edward Road West, Prince Edward Road East, Kwun Tong Road, Wai Yip Street, flyover, Kai Cheung Road, Wang Kwong Road, Wang Chiu Road, Sheung Yuet Road, Wang Kwun Road and Lam Lok Street.</p>
<b>Full Fare Per Single Journey</b>	\$11.1
<b>Service Hours and Headway</b>	Half of the original departures of route 107 will be re-routed to follow the routeing of route 107A during morning peak hours (approximately from 7.10 am to 8.30 am) from Mondays to Fridays (except public holidays).
<b>Number of Vehicles</b>	12 air-conditioned double deckers (CTB) and 12 air-conditioned double deckers (KMB) [Buses will be shared with routes 107 and 107P]

- The remaining half of the departures of route 107 from Wah Kwai Estate will continue to operate via Nam Long Shan Road and Wong Chuk Hang Temporary Bus Terminus, alternating with the departures of route 107A. The headway and routeing of departures from Kowloon Bay will remain unchanged.

#### **IV. Advantages**

- A majority of the cross harbour passengers currently taking route 107 from the Southern District to Kowloon during morning peak hours may enjoy a more direct bus service by switching to route 107A. The journey time will be reduced by about 6 minutes and an estimated 900 passengers can be benefited per day. It is expected that most of the passengers travelling between Wah Kwai and Aberdeen will switch to the shorter route 107A, and the resultant passenger diversion will help increase the actual carrying capability of route 107 along Nam Long Shan Road during morning peak hours.

#### **V. Effect on Passengers**

- Passengers currently taking route 107 at Wong Chuk Hang Temporary Bus Terminus and Nam Long Shan Road to Kowloon during morning peak hours (about 100 people) may continue to make use of the service provided by route 107 to travel to their destinations. Frequency of route no. 107 during the concerned period will be adjusted accordingly.

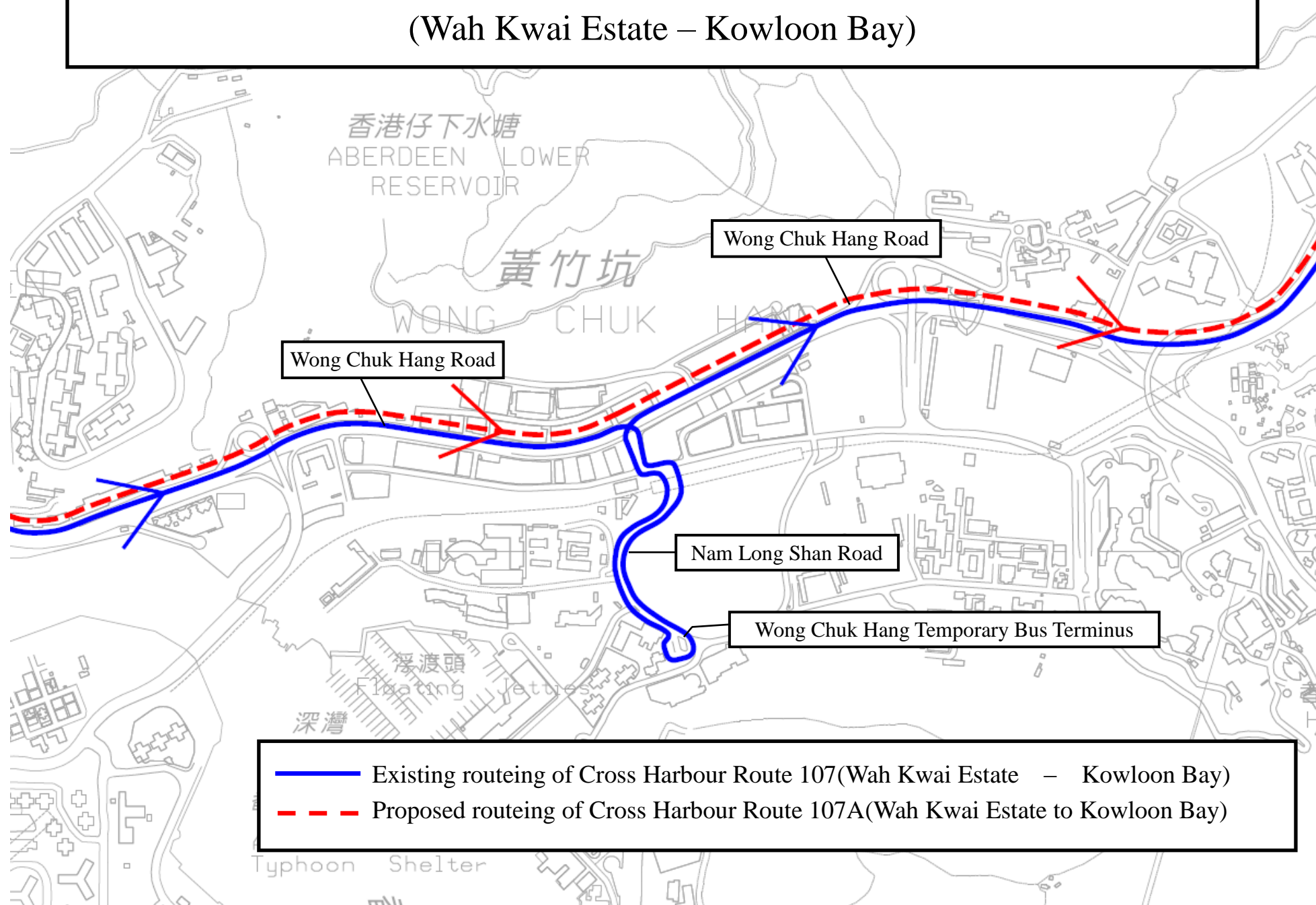
**VI. Route Map**

Please see Drawing V.

**VII. Proposed Implementation Date**

3rd Quarter of 2016

**Proposed Re-routeing of Cross Harbour Route 107  
(Wah Kwai Estate – Kowloon Bay)**



**Re-organization of NWFB 971 and 970X**

**I. Details of Existing Services of NWFB 971 and 970X**

<b>Route</b>	<b>971</b>	<b>970X</b>	<b>970X (Special Departures)</b>
<b>Terminating Points</b>	Shek Pai Wan Estate Public Transport Interchange - Hoi Lai Estate	Aberdeen - So Uk	Tin Wan to So Uk
<b>Service Hours</b>	<u>From Shek Pai Wan Estate Public Transport Interchange:</u> From 6.30 a.m. to 10.00 p.m. daily  <u>From Hoi Lai Estate:</u> From 6.30 a.m. to 10.15 p.m. on Mondays to Saturdays  From 7.35 a.m. to 10.15 p.m. on Sundays and Public Holidays	<u>From Aberdeen:</u> From 5.30 a.m. to 11.30 p.m. daily  <u>From So Uk:</u> From 5.30 a.m. to 1.30 a.m. on Mondays to Saturdays  From 6.30 a.m. to 1.30 a.m. on Sundays and Public Holidays	<u>From Tin Wan:</u> 7.38 a.m., 8.03 a.m., 4.45 p.m., 5.08 p.m., 5.28 p.m., 5.48 p.m. & 6.09 p.m. (7 departures)
<b>Morning Peak Headway</b>	15 – 25 minutes	8 – 20 minutes	
<b>Fare</b>	\$11.0	\$11.0	
<b>Maximum Morning Peak Patronage</b>	From Shek Pai Wan Estate Public Transport Interchange: 40% From Hoi Lai Estate: 29%	From Aberdeen: 84% From So Uk: 88%	From Tin Wan: 63%
<b>Maximum Evening Peak Patronage</b>	From Shek Pai Wan Estate Public Transport Interchange: 63% From Hoi Lai Estate: 45%	From Aberdeen: 88% From So Uk: 72%	From Tin Wan: 83%
<b>Number of Vehicles</b>	7 air-conditioned double deckers & 2 air-conditioned single deckers	15 air-conditioned double deckers	

## **II. Background**

NWFB 971 mainly provides service for passengers travelling between Victoria Road / Western District and Western Kowloon via Western Harbour Crossing. On the other hand, NWFB 970X provides more frequent and direct service than NWFB 971 for passengers travelling between Shek Pai Wan / Aberdeen and Western Kowloon. This leads to a low utilization of NWFB 971 in the area; the daily average patronage in the corresponding section is just 6% to 7%.

## **III. The Proposal**

It is proposed to truncate NWFB 971 to Tin Wan Estate. Details are as follows:

<b>Route</b>	<b>971</b>
<b>Terminating Points</b>	Tin Wan Estate – Hoi Lai Estate
<b>Routeing</b>	<p><u>From Tin Wan Estate:</u> via Tin Wan Street, Tin Wan Hill Road, Flyover, Aberdeen Praya Road, Shek Pai Wan Road, Pok Fu Lam Road, Victoria Road, Cadogan Street, Catchick Street, Praya, Kennedy Town, Des Voeux Road West, Water Street, Connaught Road West, Western Harbour Crossing, West Kowloon Highway, Jordan Road Bridge, Jordan Road, Nathan Road, Argyle Street, Cherry Street, Cherry Street Underpass, Cherry Street, Roundabout, Hoi Fai Road, Roundabout, Hoi Fai Road, Sham Mong Road and Hoi Lai Street.</p> <p><u>From Hoi Lai Estate:</u> via Sham Mong Road, Cherry Street, Tai Kok Tsui Road, Cherry Street, Argyle Street, Reclamation Street, Mong Kok Road, Nathan Road, Jordan Road, Lin Cheung Road, West Kowloon Highway, Western Harbour Crossing, Connaught Road West, Ka On Street, Des Voeux Road West, Praya, Kennedy Town, Sands Street, Belcher's Street, Victoria Road, Pok Fu Lam Road, Shek Pai Wan Road and Tin Wan Street.</p>
<b>Service Hours</b>	Unchanged
<b>Morning Peak Headway</b>	
<b>Fare</b>	
<b>Number of Vehicles</b>	

To tie in with NWFB 971's whole day terminal relocation to Tin Wan Estate, the special departures of NWFB 970X from Tin Wan will be cancelled. A new Octopus bus-bus interchange (BBI) scheme will be provided to facilitate passengers travelling between Shek Pak Wan and Tin Wan:

1 <sup>st</sup> Trip			2 <sup>nd</sup> Trip			Discount	Total Fare	Interchange Location
Route	Destination	Fare	Route	Destination	Fare			
CTB 7	Central (Central Ferry Piers)	\$5.3	NWFB 971	Hoi Lai Estate	\$11.0	\$5.3	\$11.0	Shek Pai Wan Road above Wah Fu Road Tunnel
NWFB 971	Tin Wan Estate	\$11.0/ \$6.5/ \$5.7	CTB 7	Shek Pai Wan Estate Public Transport Interchange	\$4.0	\$4.0	\$11.0/ \$6.5/ \$5.7	Shek Pai Wan Road after Wah Fu Road Tunnel
NWFB 971	Tin Wan Estate	\$11.0	NWFB 970X	So Uk	\$11.0	\$11.0	\$11.0	Shek Pai Wan Road above Wah Fu Road Tunnel

#### IV. Advantages

By omitting the under-utilized road section, bus resources can be better utilized and operating efficiency can be improved.

#### V. Effect on Passengers

##### Existing NWFB 971 Passengers

Origin	Destination	No. of Affected Passengers (% of Total Passengers)	Alternative	Fare
To Hoi Lai Estate				
Shek Pai Wan	Aberdeen Main Road to Shek Pak Wan Road	5 (0.1%)	CTB 7	\$11.0 reduced to \$5.3
	Victoria Road to Hoi Lai Estate	122 (3.3%)	CTB 7 → NWFB 971	\$11.0 (unchanged)
Aberdeen Main	Shek Pai Wan Road	5 (0.1%)	CTB 7	\$11.0 reduced

<b>Origin</b>	<b>Destination</b>	<b>No. of Affected Passengers (% of Total Passengers)</b>	<b>Alternative</b>	<b>Fare</b>
Road to Aberdeen Wholesale Fish Market				to \$5.3
	Victoria Road to Des Voeux Road West	38 (1.0%)	CTB 7 → NWFB 971	\$11.0 (unchanged)
	Water Street to Nathan Road	95 (2.5%)	NWFB 970X	\$11.0 (unchanged)
	Argyle Street to Hoi Lai Estate	25 (0.7%)	CTB 7 → NWFB 971	\$11.0 (unchanged)

<b>Origin</b>	<b>Destination</b>	<b>No. of Affected Passengers (% of Total Passengers)</b>	<b>Alternative</b>	<b>Fare</b>
<b>To Shek Pai Wan Estate Public Transport Interchange</b>				
Hoi Lai Estate to Tai Kok Tsui	Aberdeen to Shek Pai Wan	58 (1.6%)	NWFB 971 → CTB 7	\$11.0 (unchanged)
Des Voeux Road West to Victoria Road		225 (6.0%)	NWFB 971 → CTB 7	\$6.5/\$5.7 (unchanged)
Nathan Road to Western Harbour Crossing	Aberdeen	90 (2.4%)	NWFB 970X	\$11.0 (unchanged)
	Shek Pai Wan	148 (4.0%)	NWFB 971 → CTB 7	\$11.0 (unchanged)
Tin Wan to Aberdeen		75 (2.0%)	CTB 7	\$5.7 reduced to \$2.8

**Existing NWFB 970 (Special Departures from Tin Wan) passengers**

Origin	Destination	No. of Affected Passengers (% of Total Passengers)	Alternative	Fare
To So Uk				
Tin Wan Estate Public Transport Interchange and Tin Wan Hill Road	Chi Fu Fa Yuen to Pok Fu Lam Road	4(0.6%)	CTB 95C or CTB 7 (boarding at Aberdeen Praya Road)	\$11.0 reduced to \$2.9 or \$5.3
			NWFB 971 → NWFB 970X	\$11.0 (unchanged)
	Western Harbour Crossing to Nathan Road near Shantung Street	93 (13.0%)	NWFB 971	\$11.0 (unchanged)
	Nathan Road near Bute Street to So Uk	31 (4.3%)	NWFB 971 → NWFB 970X	\$11.0 (unchanged)
Passengers boarding / alighting between Shek Pai Wan Road and So Uk		586 (82.1%)	NWFB 970X	\$11.0/\$9.8/ \$5.7 (unchanged)

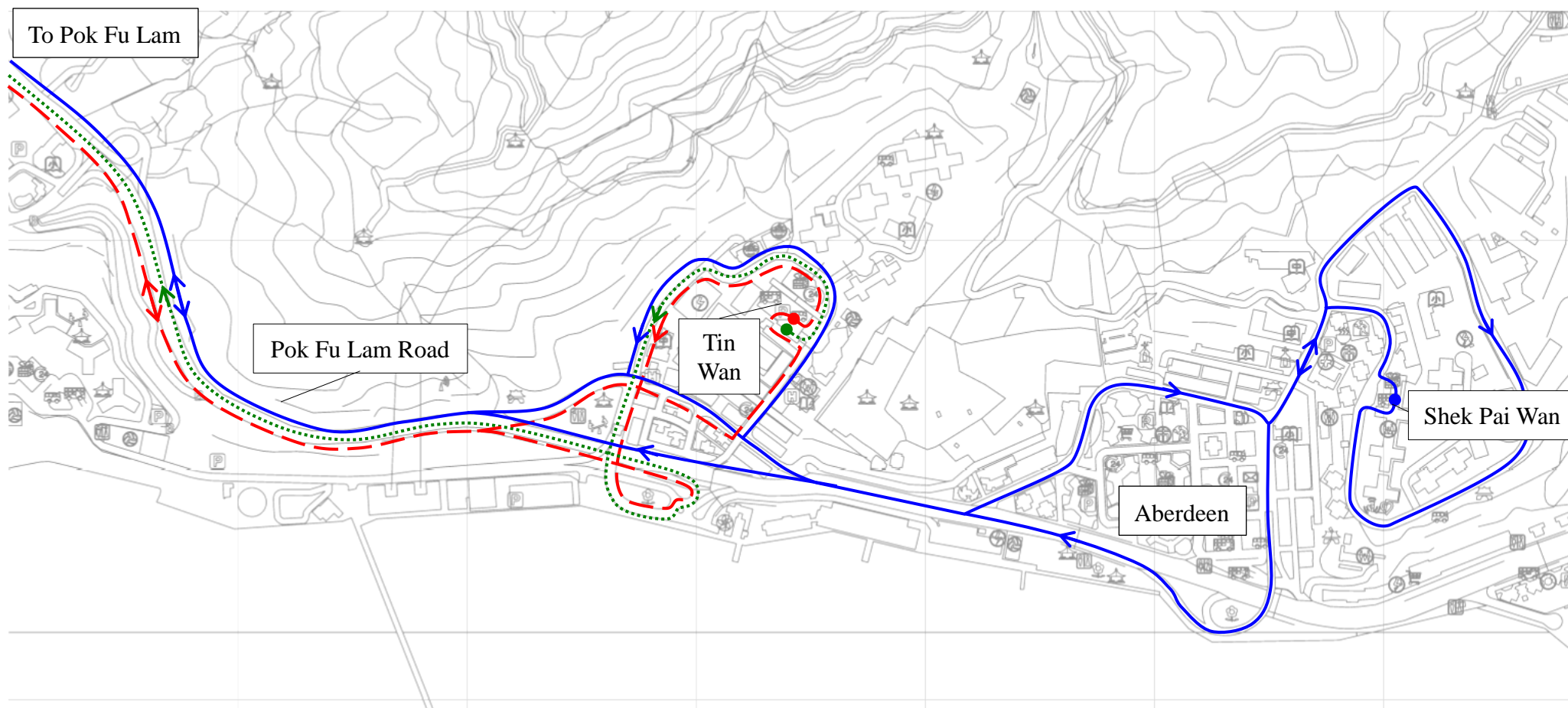
**VI. Route Map**

Please see **Drawing VI**

**I. Proposed Implementation Date**

3<sup>rd</sup> Quarter of 2016

Proposed Re-routing of NWFB 971 (Shek Pai Wan Estate Public Transport Interchange - Hoi Lai Estate)



- ..... Existing routing of NWFB 970X Special Departures (Tin Wan to So Uk)
- Existing routing of NWFB 971 (Shek Pai Wan Estate Public Transport Interchange - Hoi Lai Estate)
- - - - Proposed routing of NWFB 971 (Tin Wan Estate - Hoi Lai Estate)