

Bus Route Planning Programme for Southern District 2015-16

Purpose

This paper elaborates and seeks the view of Members on the Bus Route Planning Programme (BRPP) for Southern District 2015-16.

BRPP for 2015-16

2. A draft BRPP for 2015-16 has been devised. Table 1 provides a summary of the proposals and Appendices I to IV set out the details.

BRPP planning considerations

3. The Chief Executive has indicated in the Policy Address 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 and rationalise the functions and roles of various public transport modes.

4. We will continue to develop the bus route network in accordance with the following long term public transport strategies:

- (1) We shall 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 public 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 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. In addition to promoting maximum utilisation of railways supplemented by feeder services of other public transport modes, we will also continue to encourage

franchised bus companies to improve the quality of their services, which will play an important role in our public transport system, particularly for areas not accessible by railways. As for other public transport modes, they will continue to play a complementary role to railways and franchised bus services.

- (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 heavy 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 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 Transport Department (“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 demands 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 bus operators 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 bus deployment. 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 of 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 for 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 since 2013. Under the approach, the overall transport service package for a district/ area, instead of

individual routes, will be considered in a holistic manner for reviewing and re-organising bus services to achieve 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.

Advice Sought

18. Members are invited to give views on BRPP for Southern District 2015-16.

Transport Department
January 2015

Table 1

Year 2015-2016
Bus Route Planning Programme of Southern District
Items of Improvement
(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 rd Quarter of 2015	99	South Horizons – Shau Kei Wan	7-17	15-20	0	17	0	15	0	-2	[1] To extend the service hours of CTB 99X to provide service from South Horizons / Ap Lei Chau Main Street (via Lei Tung) to Shau Kei Wan / Sai Wan Ho during morning peak hours so as to replace the service of CTB 99 during the same period. The departures of existing CTB 99X from South Horizons will be re-numbered as Route 99P and extended to Shau Kei Wan via Yiu Tung Estate.
CTB	3 rd Quarter of 2015	99X	South Horizons / Ap Lei Chau Main Street to Sai Wan Ho (Tai Hong Street)	Total 2 departures	15							
CTB	3 rd Quarter of 2015	592	South Horizons – Causeway Bay (Moreton Terrace)	4-15	3-15	0	16	0	18	0	2	[2] To enhance the service level of CTB 592 for Causeway Bay bound during morning peak hours. The operation of CTB 99 will remain unchanged outside the service hours of CTB 99X/99P.

Table 1

Year 2015-2016
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 rd Quarter of 2015	9	Shau Kei Wan - Shek O	15-18 (Mondays to Saturdays)	15-18 (Mondays to Saturdays)	0	4	0	4	0	0	[1] To observe the bus stop at Cape D'Augilar twice per hour on Sundays and Public Holidays. [2] To operate some departures for Shau Kei Wan bound from Big Wave Bay via Shek O in the afternoon on Sundays and Public Holidays when the route is terminated at Shek O Public Car Park during summer swimming seasons. Please refer to <u>Appendix II</u> for details.

Table 1

Year 2015-2016
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 rd Quarter of 2015	37B	Chi Fu Fa Yuen - Central (Circular)	-	-	0	10	0	10	0	0	To convert two departures (circular service) from Chi Fu Fa Yuen as uni-directional trips from Central (Exchange Square) to Chi Fu Fa Yuen at 5.50 pm and 6.05 pm on Mondays to Fridays (except public holidays) to improve service reliability for Chi Fu Fa Yuen bound; and to adjust the evening peak frequency from 6-10 minutes to 8-12 minutes.
CTB	3 rd Quarter of 2015	76	Shek Pai Wan Estate Public Transport Interchange – Causeway Bay (Moreton Terrace)	15-30	15-30 (School days) 30 (School holidays)	3	1	3	0	0	-1	To truncate at Causeway Bay (Pennington Street) and to convert as a circular route; and to adjust headway during school holidays. Please refer to <u>Appendix 3</u> for details.

Table 1

Year 2015-2016
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>	Morning Peak Headway (minutes)		Vehicle Deployment						<u>Remarks</u>
						Existing		Proposed		Change		
				<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 rd Quarter of 2015	77	Tin Wan Estate – Shau Kei Wan	12-18	15-20	0	10	0	9	0	-1	<p>To divert the route via Gloucester Road in Causeway Bay (both bounds) and journeys for Shau Kei Wan bound via Island Eastern Corridor from Tin Hau to North Point.</p> <p>Please refer to <u>Appendix 4</u> for details.</p>

Re-organization of CTB 99, 99X and 592

I. Details of Existing Services of CTB 99, 99X and 592

Route No.	99	99X	592
Terminating Points	South Horizons – Shau Kei Wan	South Horizons / Ap Lei Chau Main Street to Sai Wan Ho (Tai Hong Street)	South Horizons – Causeway Bay (Moreton Terrace)
Morning Peak Headway	7 - 17 minutes	Total 2 departures	4 - 15 minutes
Full Fare Per Single Journey	\$7.0	\$7.0	\$4.7
Service Hours	<p><u>From South Horizons:</u> From 6.26 am to 12.00 midnight on Mondays to Saturdays From 7.30 am to 12.00 midnight on Sundays and Public Holidays</p> <p><u>From Shau Kei Wan:</u> From 6.00 am to 12.00 midnight on Mondays to Saturdays From 8.30 am to 12.00 midnight on Sundays and Public Holidays</p>	<p><u>From South Horizons:</u> 7.50 am on Mondays to Fridays (except Public Holidays) (1 departure)</p> <p><u>From Ap Lei Chau Main Street (via Lei Tung):</u> 7.45 am on Mondays to Fridays (except Public Holidays) (1 departure)</p>	<p><u>From South Horizons:</u> From 5.50 am to 12.15 am on Mondays to Saturdays From 5.50 am to 12.00 midnight on Sundays and Public Holidays</p> <p><u>From Causeway Bay:</u> From 6.00 am to 12.45 am on Mondays to Saturdays From 6.00 am to 12.35 am on Sundays and Public Holidays</p>
Maximum Morning Peak Patronage	<p>From South Horizons : 73%</p> <p>From Shau Kei Wan : 62%</p>	<p>From South Horizons : 85%</p> <p>From Ap Lei Chau Main Street (via Lei Tung) : 66%</p>	<p>From South Horizons : 79%</p> <p>From Causeway Bay : 53%</p>
Maximum Evening Peak Patronage	<p>From South Horizons : 59%</p> <p>From Shau Kei Wan : 93%</p>	-	<p>From South Horizons : 88%</p> <p>From Causeway Bay : 87%</p>
Number of Vehicles	15 air-conditioned double deckers	2 air-conditioned double deckers	16 air-conditioned double deckers

II. Background

- The morning express service of CTB 99X has proven to be welcomed by passengers since its introduction. The bus company has received repeated requests to enhance the service of this route. In response to the request and in view of the rapid commercial development in Quarry Bay and Taikoo area, the bus company envisages that there are still potential demand for a faster bus service from Ap Lei Chau to the Eastern District.

III. The Proposal

- In light of the above, it is proposed to re-organize CTB 99 and CTB 99X in the morning peak on Mondays to Fridays (except Public Holidays). The service hours of CTB 99X will be extended to meet the commuting pattern of the passengers from Ap Lei Chau to the Eastern District. The service level of CTB 592 for Causeway Bay bound will be enhanced during morning peak hours to tie in with the re-organization of CTB 99. New bus-bus interchange discounts will also be provided. Details are as follows:

CTB 99X

- The departures from South Horizons will be operated at every 15 minutes. The destination will be extended from Sai Wan Ho (Tai Hong Street) to Shau Kei Wan via Yiu Tung. For ease of identification, the service will be re-numbered as Route 99P.
- The departures from Ap Lei Chau Main Street (via Lei Tung) will be operated at every 15 minutes. The routing and route number will be unchanged.

CTB 99

- CTB 99 will operate uni-directionally to South Horizons during the service hours of CTB 99X and 99P. The Shau Kei Wan bound service will be resumed after the service hours of CTB 99X and 99P. Besides, the morning peak frequency of the South Horizons bound journeys of the route will be adjusted to 15-20 minutes.

Route 592

- The headway for Causeway Bay bound will be enhanced to 3-9 minutes during morning peak hours.

New Octopus Interchange Concessions

- The following new Octopus bus-bus interchange (BBI) schemes will be provided to facilitate passengers travelling from the Southern District to North Point or Shau Kei Wan during morning peak hours:

1st Trip	Destination	Fare	2nd Trip	Destination	Fare	Discount	Total	Interchange Location
CTB 592	Causeway Bay	\$4.7	NWFB 2A	Yiu Tung Estate	\$4.1	\$1.8	\$7.0 (unchanged)	Hennessy Road outside Sogo Department Store
CTB 97	Central	\$4.7						Hennessy Road before Stewart

1 st Trip	Destination	Fare	2 nd Trip	Destination	Fare	Discount	Total	Interchange Location
								Road
CTB 99X	Sai Wan Ho	\$7.0	NWFB 2	Shau Kei Wan/ Grand Promenade	\$4.1	\$4.1	\$7.0 (unchanged)	Cityplaza, King's Road

Proposed routeings of Routes 99P and 99X are as follows:

Route No.	99P	99X
Terminating Points	South Horizons to Shau Kei Wan	Ap Lei Chau Main Street to Sai Wan Ho (Tai Hong Street)
Routeing	From South Horizons: Yi Nam Road, South Horizons Drive, Ap Lei Chau Bridge Road, Wong Chuk Hang Road, Wong Chuk Hang flyover, Wong Chuk Hang Road, Aberdeen Tunnel, Canal Road flyover, flyover, Victoria Park Road, Island Eastern Corridor, Java Road, King's Road, Shau Kei Wan Road, Tai Hong Street, <i>Lei King Road, Tai On Street, Shing On Street, Yiu Hing Road, Nam Hong Street, Shau Kei Wan Road, Aldrich Street and Nam On Street.</i>	From Ap Lei Chau Main Street: Lee Chi Road, Ap Lei Chau Bridge Road, Ap Lei Chau Drive, Lei Tung Estate Road, Ap Lei Chau Drive, Ap Lei Chau Bridge Road, Wong Chuk Hang Road, Wong Chuk Hang flyover, Wong Chuk Hang Road, Aberdeen Tunnel, Canal Road flyover, flyover, Victoria Park Road, Island Eastern Corridor, Java Road, King's Road, Shau Kei Wan Road and Tai Hong Street. <i>(Remains unchanged)</i>
Full Fare Per Single Journey	\$7.00	\$7.00
Headway	15 minutes	15 minutes
Service Hours	From South Horizons: Around 7.20 am to 8.20 am on Mondays to Fridays (except Public Holidays)	From Ap Lei Chau Main Street: Around 7.20 am to 8.20 am on Mondays to Fridays (except Public Holidays)
Journey Time	Around 65 minutes	
Number of Vehicles	15 air-conditioned double deckers	

IV. Advantages

- The direct bus services from Ap Lei Chau to Quarry Bay, Taikoo, Sai Wan Ho and Shau Kei Wan area during morning peak hour become more comprehensive. It is estimated that 800 passengers can enjoy a more express bus service and the journey time may be shortened for about 15 minutes for a single journey.
- The frequency improvement on CTB 592 during morning peak hours can shorten the overall waiting time for South Horizons and Ap Lei Chau passengers.
- The passenger demand can be better met by the re-deployment of suitable number of vehicles to the routes concerned.

V. Effect on Passengers

To Shau Kei Wan during morning peak hours (for Route 99 only):

Origin	Destination	No. of affected Passengers(% of Total Passengers)	Alternative	Fare
Ap Lei Chau	Fortress Hill / North Point	475 (6.6%)	New BBI: CTB 592/97 interchange with NWFB 2A	\$7.0 (unchanged)
Wong Chuk Hang	Fortress Hill / North Point	17 (0.2%)	NWFB 38 / 42	\$7.0 reduced to \$5.6
Lei Tung Estate	Yiu Tung Estate	4 (0.0%)	New BBI: CTB 97 interchange with NWFB 2A	\$7.0 (unchanged)
Fortress Hill / North Point	Quarry Bay to Shau Kei Wan	172 (2.4%)	NWFB 2 / 2A	\$4.0 changed to \$4.1

VI. Route Map

Please see Drawing I.

VII. Proposed Implementation Date

3rd Quarter of 2015

Re-organization of NWFB 9

I. Details of Existing Services of NWFB 9

Route No.	9
Terminating Points	Shau Kei Wan – Shek O
Service Hours	<u>From Shau Kei Wan:</u> 6.00 am to 12.00 midnight on Mondays to Thursdays, Sundays and Public Holidays 6.00 am to 1.00 am on Fridays, Saturdays and the day before a Public Holiday <u>From Shek O:</u> 6.00 am to 12.30 am on Mondays to Thursdays, Sundays and Public Holidays 6.00 am to 1.30 am on Fridays, Saturdays and the day before a Public Holiday
Morning Peak Headway	15 - 18 minutes on Mondays to Saturdays 7 - 15 minutes on Sundays and Public Holidays
Full Fare Per Single Journey	\$6.9

II. Background

- The utilization of NWFB 9 at the Cape D’Augilar bus stop is extremely low during Sundays and Public Holidays with an average of only 0.8 passenger per trip. There is no passenger pick up or set down at the stop for over 80% of the trips of the route.
- On the other hand, currently there are only 6 trips of NWFB 9 (Shek O bound) serving Big Wave Bay on Sundays and Public Holidays. In view of the busy traffic at Big Wave Bay on Sundays and public holidays, it is envisaged that there is a potential demand for bus service serving Big Wave Bay during the above period.

III. The Proposal

- To better utilize the resources and cater for the passenger demand, it is proposed to adjust the service of NWFB 9 on Sundays and Public Holidays as follows:

- To observe the bus stop at Cape D'Augilar only twice per hour for each bound while the remaining trips will omit the stop.
- To extend Shau Kei Wan bound trips to operate from Big Wave Bay via Shek O half-hourly from 2.00 pm to 6.00 pm when the service is terminated at Shek O Beach Car Park during summer swimming seasons on Sundays and Public Holidays.

IV. Advantages

- By omitting the under-utilized section of routeing to Cape D'Augilar en-route stop, , the journey time of the concerned trips can be saved which can facilitate bus turnover to speed up passenger flow travelling between Shau Kei Wan and Shek O during peak hours.
- The provision of additional bus trips observing Big Wave Bay on Sundays and Public Holidays may help alleviate the traffic burden by encouraging motorists to shift to public transport.

V. Route Map

Please see Drawing II.

VI. Proposed Implementation Date

3rd Quarter of 2015

Re-organization of CTB 76

I. Details of Existing Services of CTB 76

Route No.	76
Terminating Points	Shek Pai Wan Estate Public Transport Interchange – Causeway Bay (Moreton Terrace)
Morning Peak Headway	15 - 30 minutes
Full Fare Per Single Trip	\$5.0
Service Hours	<u>From Shek Pai Wan Estate Public Transport Interchange:</u> From 6.00 am to 7.00pm daily <u>From Causeway Bay (Moreton Terrace):</u> From 6.45 am to 7.45 pm daily
Number of Vehicles	1 air-conditioned double decker and 3 air-conditioned single deckers

II. Background

- CTB 76 operates between Shek Pai Wan and Causeway Bay (Moreton Terrace). It is a socially essential service for passengers along Stubbs Road, Wong Nai Chung Gap Road, Deep Water Bay Road and Nam Fung Road. There is a need to improve its operation efficiency as the patronage of this route is persistently low.
- The patronage of CTB 76 along Tung Lo Wan Road and Moreton Terrace is only about 10%. Owing to the traffic congestion in the vicinity of the above roads as well as Causeway Road, the journeys are often delayed unnecessarily.

III. The Proposal

- In light of the above, it is proposed to truncate Route 76 to Causeway Bay (Pennington Street) and convert it as a circular route. The headway during school holidays will be also adjusted. Details are as follows:

Route No.	76
Terminating Points	Shek Pai Wan Estate Public Transport Interchange – Causeway Bay (Pennington Street) (Circular)
Routes	From Shek Pai Wan Estate Public Transport Interchange: Yue Kwong Road, Aberdeen Reservoir Road, Aberdeen Main Road, Aberdeen Praya Road, Wong Chuk Hang Road, Nam Fung Road, Deep Water Bay Road, Wong Nai Chung Gap Road, Stubbs Road, Queen's Road East, Morrison Hill Road, Leighton Road, Pennington Street, Yee Wo Street, Leighton Road, Morrison Hill Road, Queen's Road East, Stubbs Road, Wong Nai Chung Gap Road, Deep Water Bay Road, Nam Fung Road, Wong Chuk Hang Road, Aberdeen Praya Road, flyover, Aberdeen Main Road, Aberdeen Reservoir Road and Yue Kwong Road.

Service Hours	From 6.00 am to 7.00 pm daily		
Full Fare Per Single Trip	\$5.0		
Headway	<p>From Shek Pai Wan Estate Public Transport Interchange</p> <p>Mondays to Fridays (schooldays) Before 7.00 am and after 7.30 am: 30 minutes * From 7.00 am to 7.30 am: 15 minutes (i.e. the existing headway departed from Shek Pai Wan)</p> <p>Mondays to Fridays (school holidays) & Saturdays 30 minutes daily</p> <p>Sundays and public holidays 30 minutes daily (i.e. the existing headway departed from Shek Pai Wan)</p> <p>* Journeys departed from Shek Pai Wan at 7.15 am on Mondays to Fridays (schooldays only) will terminate at Pennington Street only.</p>		
Journey Distance	20.2 km	Journey Time	83 minutes
Number of Vehicles	3 air-conditioned single deckers		

New Octopus Interchange Concessions

- A new Octopus bus-bus interchange (BBI) scheme of CTB 76 and 72 (Wah Kwai – Causeway Bay (Moreton Terrace)) will be provided to facilitate passengers plying between Tung Lo Wan Road and and Moreton Terrace:

1st Trip	Destination	Fare	2nd Trip	Destination	Fare	Discount	Total	Interchange Location
CTB 76	Causeway Bay (Pennington Street)	\$5.0 ¹ / \$4.7 ²	CTB 72	Causeway Bay (Moreton Terrace)	\$3.4	\$3.4	\$5.0 / \$4.7 (unchanged)	Morrison Hill Road before Lap Tak Lane
CTB 72	Wah Kwai	\$4.7	CTB 76	Shek Pai Wan	\$5.0	\$4.7	\$5.0 (unchanged)	Morrison Hill Road opposite Happy Valley Racecourse

IV. Advantages

- By skipping road sections of Tung Lo Wan Road, Moreton Terrace and Causeway Road, CTB 76 will no longer be affected by traffic congestion thereat hence it will help maintain its service stability. In addition to facilitating passengers plan their journeys ahead easier, bus resources can be better utilized. This will also help alleviate traffic congestion in the vicinity of Tung Lo Wan Road, Moreton Terrace and Causeway Road.

¹ Boarding at the section between Shek Pai Wan and Wong Nai Chung Gap Road

² Boarding at Stubbs Road

V. Effect on Passengers

To Causeway Bay

Origin	Destination	No. of Affected Passengers (% of Total Passengers)	Alternative	Fare
Shek Pai Wan Estate Public Transport Interchange, the section from Grantham Hospital to Nam Fung Road and Stubbs Road	Causeway Bay (East of Pennington Street)	49 (2.8%)	New BBI: CTB 76 interchange with CTB 72	\$5.0 (unchanged)
Aberdeen and Wong Chuk Hang		18 (1.0%)	CTB 72	From \$5.0 lowered to \$4.7
Wong Nai Chung Gap Road opposite [1] Tai Tam Reservoir Road; and [2] Hong Kong Tennis Centre		8 (0.4%)	New BBI: CTB 76 interchange with CTB 72	\$5.0 (unchanged)
			NWFB 63	From \$5.0 changed to \$6.1
Wong Nai Chung Gap Road outside Woodland Heights		2 (0.1%)	New BBI: CTB 76 interchange with CTB 72	\$5.0 (unchanged)
			CTB 19	From \$5.0 changed to \$5.8
Wan Chai (Queen's Road East and Leighton Road)		5 (0.3%)	CTB 10	From \$4.7 / 3.4 lowered to 3.4

To Shek Pai Wan

Origin	Destination	No. of Affected Passengers (% of Total Passengers)	Alternative	Fare
Moreton Terrace	The section from Leighton Road to Queen's Road East	3 (0.2%)	CTB 10	From \$5.0 lowered to \$3.4
	Stubbs Road, Nam Fung Road, Wong Chuk Hang Indoor Games Hall and Shek Pai Wan	66 (3.8%)	New BBI: CTB 72 interchange with CTB 76	\$5.0 (unchanged)
	Wong Nai Chung Gap Road opposite Woodland Heights	6 (0.4%)	CTB 19	From \$5.0 lowered to \$3.4
	Wong Nai Chung Gap Road	12 (0.7%)	New BBI:	\$5.0

	opposite [1] Tai Tam Reservoir Road; and [2] Hong Kong Tennis Centre		CTB 72 interchange with CTB 76	(unchanged)
			NWFB 63	From \$5.0 lowered to \$8.9
	Wong Chuk Hang and Aberdeen	20 (1.2%)	CTB 72	From \$5.0 lowered to \$4.7

VI. Route Map

Please see Drawing III.

VII. Proposed Implementation Date

3rd Quarter of 2015

Re-organization of CTB 77

I. Details of Existing Services of CTB 77

Route No.	77
Terminating Points	Tin Wan Estate – Shau Kei Wan
Morning Peak Headway	12 - 18 minutes
Full Fare Per Single Trip	\$7.0
Service Hours	<u>From Tin Wan Estate:</u> From 6.00 am to 11.06 pm daily <u>From Shau Kei Wan:</u> From 5.45 am to 12.15 am daily
Maximum Morning Peak Patronage	From Tin Wan Estate: 82% From Shau Kei Wan: 59%
Maximum Evening Peak Patronage	From Tin Wan Estate: 76% From Shau Kei Wan: 88%
Number of Vehicles	10 air-conditioned double deckers

II. Background

- The routeing of CTB 77 is lengthy with an average single journey time of about 1 hour 15 minutes. As the route passes through the busy road sections in Wan Chai and Causeway Bay, its journey time during the peak hour might exceed 1 hour 40 minutes. Furthermore, the catchment of Route 77 overlaps with that of the more frequent routes such as CTB 72, NWFB 38 and 42 between Tin Wan and Causeway Bay to North Point; NWFB 2A and 82 in between Causeway Bay and Shau Kei Wan. Hence, there is a need to improve the operation efficiency of this route.

III. The Proposal

- In light of the above, it is proposed to divert the route via Gloucester Road in Causeway Bay (both bounds) to provide a more direct service between the Southern District and Hong Kong Island East. In addition, trips to Shau Kei Wan will be diverted via Island Eastern Corridor from Tin Hau to North Point so as to avoid traveling the congested road sections on the northern shore of Hong Kong Island. It is anticipated that the above re-routeing proposal will shorten the journey time of this route thus attracting more long-haul passengers and improving its competitiveness and operation efficiency. Details are as follows:
 - Shau Kei Wan bound: To be diverted via Canal Road flyover, Victoria Park Road, Island Eastern Corridor, Tong Shui Road, Java Road, Man Hong Street, King's Road after Aberdeen Tunnel (i.e. omitting Wan Chai, Causeway Bay, Tin Hau and Fortress Hill).
 - Tin Wan Estate bound: To be diverted via Tsing Fung Street flyover, Victoria Park Road, Gloucester Road, Canal Road flyover to Aberdeen Tunnel after observing the bus stop on King's Road near Tsing Fung Street flyover. An additional en-route stop will be provided at Gloucester Road near Cannon Street.

Route No.	77
Terminating Points	Tin Wan Estate – Shau Kei Wan
Routes	<p><u>From Tin Wan Estate:</u> Tin Wan Street, Tin Wan Hill Road, Shek Pai Wan Road, Aberdeen Praya Road, Aberdeen Main Road, Wong Chuk Hang Road, Wong Chuk Hang Road flyover, Wong Chuk Hang Road, Aberdeen Tunnel, Canal Road flyover, flyover, Victoria Park Road, Island Eastern Corridor, Tong Shui Road, Java Road, Man Hong Street, King's Road, Shau Kei Wan Road, Tai Hong Street, Lei King Road, Tai On Street, Shing On Street, Yiu Hing Road, Yiu Tung Estate Bus Terminus, Yiu Hing Road, Nam Hong Street, Shau Kei Wan Road, Aldrich Street and Nam On Street.</p> <p><u>From Shau Kei Wan:</u> unnamed road, Nam On Lane, Shau Kei Wan Road, Sun Sing Street, Yiu Hing Road, Wai Hang Street, Tai Lok Street, Tai Hong Street, Lei King Road, Tai On Street, Shau Kei Wan Road, King's Road, Kornhill Road, King's Road, Tsing Fung Street flyover, Victoria Park Road, Gloucester Road, Canal Road flyover, Aberdeen Tunnel, Wong Chuk Hang Road, Aberdeen Praya Road, flyover, Shek Pai Wan Road and Tin Wan Street.</p>
Full Fare Per Single Trip	\$7.00 (unchanged)
Service Hours	Unchanged
Headway	15-20 minutes
Journey Time	65 minutes
Number of Vehicles	9 air-conditioned double deckers

New Octopus Interchange Concessions

- The following new Octopus bus-bus interchange (BBI) schemes will be provided to facilitate passengers plying between Tin Wan Estate and Wan Chai/ Causeway Bay/ Tin Hau/ Fortress Hill:

1st Trip	Destination	Fare	2nd Trip	Destination	Fare	Discount	Total	Interchange Location
NWFB 78	Wong Chuk Hang	\$3.2	NWFB 38/42	North Point	\$5.6	\$1.8	\$7.0 (unchanged)	Yip Yee Mansion, Aberdeen Main Road
CTB 72	Wah Kwai	\$4.7	NWFB 78	Wong Chuk Hang	\$3.2	\$2.6	\$5.3 (unchanged)	Aberdeen Praya Road outside Aberdeen Promenade

IV. Advantages

- Passengers plying between the Southern District and Eastern District can enjoy a more express bus service and the journey time may be shorten on average by as much as 17 minutes for a single journey. It is estimated that about 3,900 passengers can be benefited daily.

- A net reduction of 140 daily bus trips on the busy road section of Yee Wo Street can help alleviate traffic congestion thereat. Roadside air quality can also be improved.
- By reducing the duplication among bus routes, bus resources can be better utilized and the overall bus network efficiency can be improved.

V. Effect on Passengers

To Shau Kei Wan

Origin	Destination	No. of Affected Passengers (% of Total Passengers)	Alternative	Fare
Tin Wan / Aberdeen	Causeway Bay	759 (10.1%)	(i) CTB 72	From \$7.0/\$6.2 lowered to \$4.7
			(ii) New BBI: NWFB 78 interchange with NWFB 38/42	\$7.0 (unchanged)
	Tin Hau / Fortress Hill	365 (4.9%)	(i) NWFB 38/42	From \$7.0/\$6.2 lowered to \$6.9/\$5.6
			(ii) New BBI NWFB 78 interchange with NWFB 38/42	\$7.0 (unchanged)
Causeway Bay to Fortress Hill	Tin Hau to Shau Kei Wan	2,032 (27.0%)	NWFB 2A	From \$4.0 changed to \$4.1

Tin Wan bound

Origin	Destination	No. of Affected Passengers (% of Total Passengers)	Alternative	Fare
Causeway Bay	Aberdeen	1,066 (17.5%)	CTB 72	From \$5.3 lowered to \$4.7
	Tin Wan	683 (11.2%)	(i) CTB 72 alighting on Tin Wan Praya Road	From \$5.3 lowered to \$4.7
			(ii) New BBI: CTB 72 interchange with NWFB 78	\$5.3 (unchanged)
			(iii) CTB 77 boarding at new en-route stop on Gloucester Road	\$5.3 (unchanged)

			near Cannon Street	
Shau Kei Wan / Sai Wan Ho	Causeway Bay	39 (0.6%)	NWFB 2X	From \$7.0 lowered to \$5.6
Tai Koo to Fortress Hill	Causeway Bay	199 (3.3%)	NWFB 2/2A	From \$7.0/\$6.2/\$5.3 lowered to \$4.1

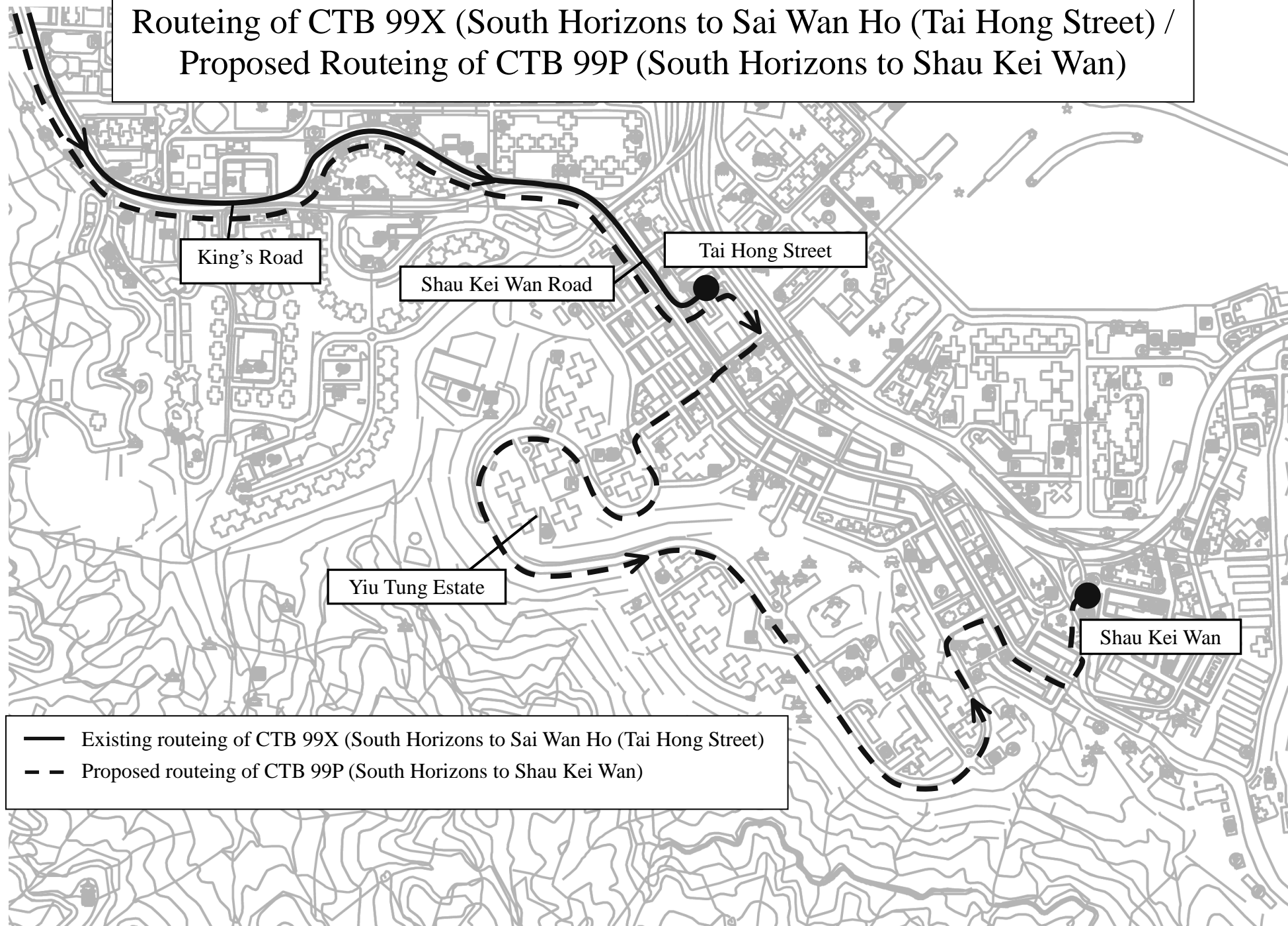
VI. Route Map

Please see Drawing IV.

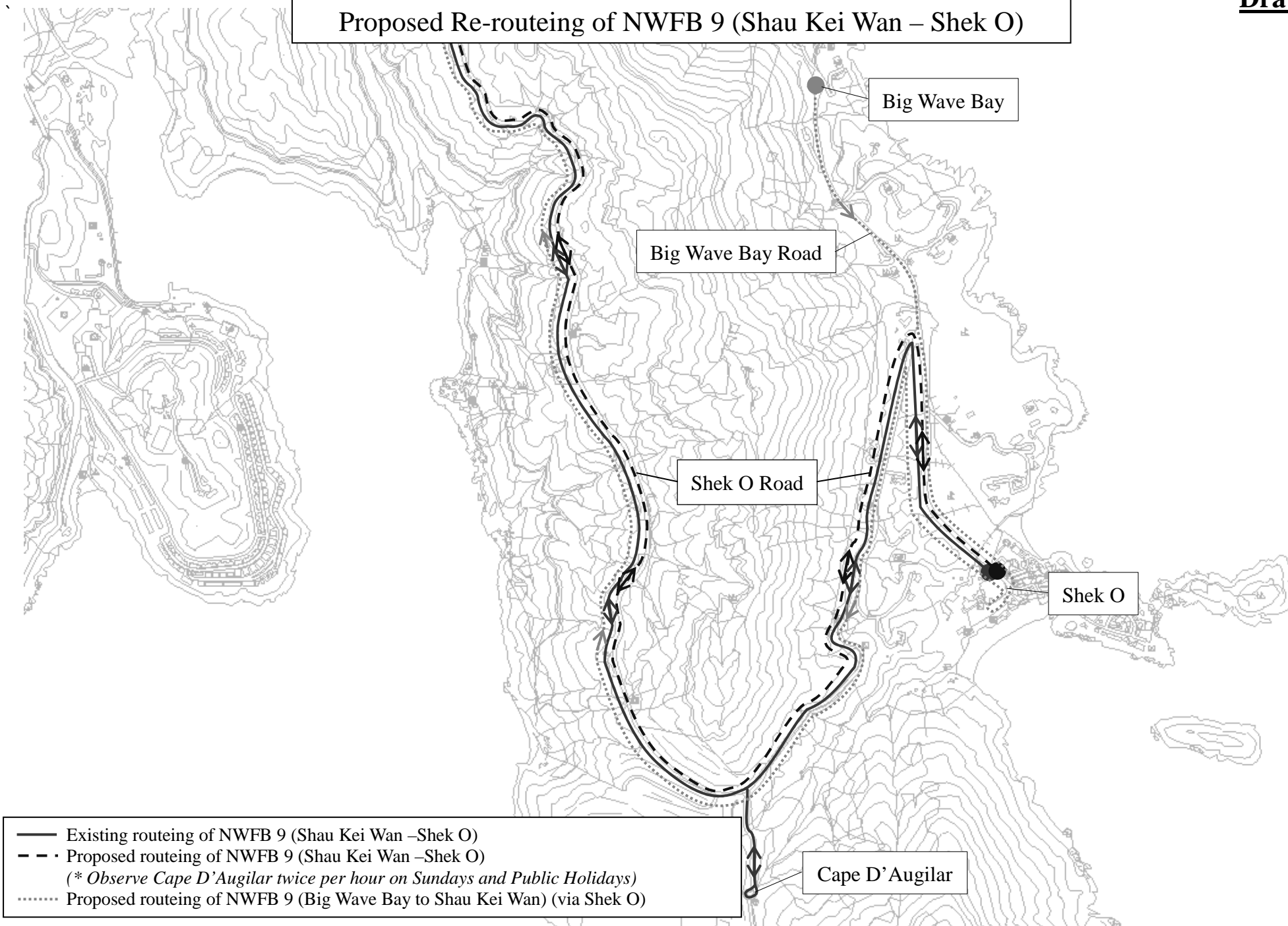
VII. Proposed Implementation Date

3rd Quarter of 2015

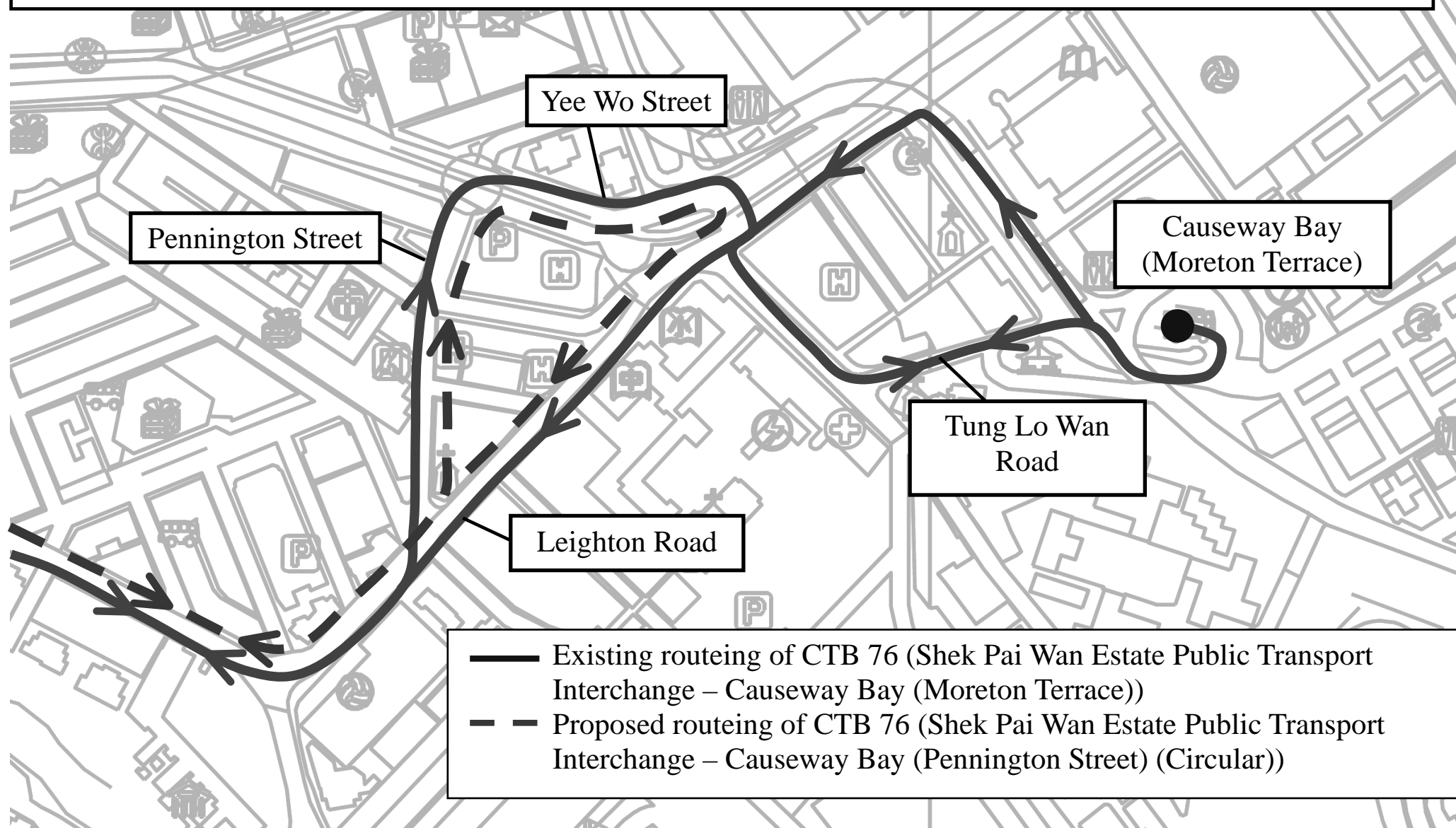
Routeing of CTB 99X (South Horizons to Sai Wan Ho (Tai Hong Street) /
Proposed Routeing of CTB 99P (South Horizons to Shau Kei Wan)



Proposed Re-routeing of NWFB 9 (Shau Kei Wan – Shek O)



Proposed Re-routing of CTB 76 (Shek Pai Wan Estate Public Transport Interchange –
Causeway Bay (Moreton Terrace))



Proposed Re-routeing of CTB 77 (Tin Wan Estate – Shau Kei Wan)

