

Bus Route Planning Programme for Southern District 2019-20

Purpose

This paper elaborates and seeks the views of Members on the Bus Route Planning Programme (BRPP) for Southern District 2019-20.

BRPP for 2019-20

2. A draft BRPP for 2019-20 has been devised. The table attached provides a summary of the proposals and Annexes 1 to 4 set out the details.

BRPP planning considerations

3. The Chief Executive has indicated in the 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 four new railways in the past few years and new railways to be completed 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. As regards the proposed public transport re-organisation plans to tie in with the commissioning of the Shatin to Central Link (Tai Wai to Hung Hom Section), they will be set out in another discussion paper to be submitted later to seek Members' views.

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

- (1) Public transport planning revolving around a railway-based network complemented by bus services

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 stations 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) Striking a balance between meeting public demand for bus services and alleviating road traffic and environmental impacts

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, franchised bus companies will also consider providing bus-bus interchange schemes as supporting measures. Meanwhile, we will formulate appropriate bus service plan for new development areas to meet the anticipated need of residents for bus services.

(3) Bus route rationalisation plans associated with new railway services

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 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.

(1) Frequency Improvement

7. If the occupancy rate of any bus route reaches 100% and 85% during any busiest half-hour of the peak period and during that one hour respectively, 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.

(2) 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, enhance the efficiency of bus operation and alleviate 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.

(3) 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.

(4) 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 routing, headway and service hour, reducing the number of stops, or truncation, amalgamation and cancellation of routes as appropriate.

(1) 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.

(2) 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.

(3) 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 terminating 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 terminating 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 will also review and rationalise bus services holistically in the context of the overall public transport service network so as to maximise complementarity amongst the rationalised routes. Since bus route rationalisation proposals are devised in the context of the overall bus service network, the formulation of the rationalisation proposals for individual routes may not make full reference to the guidelines and factors set out in paragraphs 6 to 16. Overall speaking, bus route rationalisation is more than just the cancellation or amalgamation of duplicated or under-utilised routes. It also includes other service adjustments such as rationalising circuitous routes and frequency adjustments. It can reduce unnecessary bus routes or bus trips, and redeploy spared resources to routes with genuine needs for service enhancement. By way of rationalisation, it is the TD's objective to expand the bus network of the district, achieve more efficient use of bus resources and enhance the overall operating efficiency, so that bus services can better meet the demand of the majority of passengers, thereby benefiting passengers.

18. Apart from the Bus Route Planning Programme under the Forward Planning Programme, the TD has, from time to time, discussed with franchised bus companies to improve bus services to better cater for passenger demand. For example, after discussion between the TD and New World First Bus Services Limited ('NWFB'), the Wah Fu bound journeys of NWFB route no. 42 have been diverted via Wong Chuk Hang Road Flyover from May 2018 to enhance the stability of service frequency; and special departures of NWFB route no. 9 operating via Cape D' Aguilar have been introduced since June 2018. In addition, in respond to local requests, we are working with Citybus Limited ('CTB') and NWFB to formulate a more extensive bus-bus interchange concession scheme in the Southern District so as to optimise the use of resources, enhance the overall bus network efficiency and offer more fare concessions to passengers.

19. Furthermore, the three franchised bus companies (KMB, NWFB and CTB) have lowered the section fares of 63 cross-harbour bus routes to enable passengers to enjoy more fare concessions. The TD will continue to listen to the views of passengers and encourage bus companies to offer different fare concessions.

Advice Sought

20. Members are invited to give views on the BRPP for Southern District 2019-20.

Transport Department
January 2019

Bus Route Planning Programme for Southern District 2019-20
Items of Improvement of Bus Services
(Routes of Hong Kong Island)

Proposed Implementation Date	Bus Company	Route No.	Terminating Points	Morning Peak Headway # Non-Peak Headway		Vehicle Allocation						Details of Proposal
						Existing		Proposed		Change		
				Existing (Minutes)	Proposed (Minutes)	Single Decker	Double Decker	Single Decker	Double Decker	Single Decker	Double Decker	
3 rd Quarter of 2019	CTB	71	Nam Long Shan Road Bus Terminus - Central (Wing Wo Street) (circular)	20-30	20-30	0	4	0	4	0	0	[1] Suggested to be converted as a non-circular route by designating Man Kut Street Bus Terminus as the terminating point. [2] Mild departure time adjustments to tie in with the adjustment. Please refer to <u>Annex 1</u> for details.

Bus Route Planning Programme for Southern District 2019-20
Items of Improvement of Bus Services
(Cross-harbour Routes)

Proposed Implementation Date	Bus Company	Route No.	Terminating Points	Morning Peak Headway # Non-Peak Headway		Vehicle Allocation						Details of Proposal
						Existing		Proposed		Change		
				Existing (Minutes)	Proposed (Minutes)	Single Decker	Double Decker	Single Decker	Double Decker	Single Decker	Double Decker	
3 rd Quarter of 2019	NWFB	971	Hoi Lai Estate – Shek Pai Wan Estate Public Transport Interchange	15-20	15-20	4	5	4	6	0	1	To adjust the Shek Pai Wan Estate Public Transport Interchange bound routeing via Tai Kok Tsui Road in lieu of the section of Sham Mong Road between Chui Yu Road and Cherry Street. Please refer to <u>Annex 2</u> for details.

Bus Route Planning Programme for Southern District 2019-20
Items of Rationalisation of Bus Services
(Routes of Hong Kong Island)

Proposed Implementation Date	Bus Company	Route No.	Terminating Points	Morning Peak Headway # Non-Peak Headway		Vehicle Allocation						Details of Proposal
						Existing		Proposed		Change		
				Existing (Minutes)	Proposed (Minutes)	Single Decker	Double Decker	Single Decker	Double Decker	Single Decker	Double Decker	
3 rd Quarter of 2019	NWFB	4X	Wah Fu (South) to Central (Connaught Road Central) (Circular)	10-15	10-15	0	6	0	6	0	0	To provide faster return trip of Route 4X, it is proposed that the Wah Fu (South) bound routeing, upon reaching Connaught Road Central, be diverted via Rumsey Street Flyover, Connaught Road West Flyover, Shing Sai Road, Sands Street, Rock Hill Street and Smithfield to Pok Fu Lam Road, via Chi Fu, omitting Queen’s Road Central, Queen’s Road West and the section of Pok Fu Lam Road between Queen’s Road West and Smithfield. Please refer to <u>Annex 3</u> for details.
3 rd Quarter of 2019	CTB	99X	Ap Lei Chau (Main Street, Ap Lei Chau) to Sai Wan Ho (Tai Hong Street)	2 AM trips	1 AM trip	0	2	0	1	0	-1	Adjust the number of trips from 2 to 1 by cancelling the departure at 7.55 a.m. due to substantial ridership drop.
3 rd Quarter of 2019	NWFB	590	South Horizons - Central (Exchange Square)	15-25	20-30	0	5	0	4	0	-1	<p>To adjust the service hours of Route 590 to provide service in peak hours from Mondays to Fridays (except public holidays) only.</p> <p>[1] Providing morning-peak-only service for the Central (Exchange Square) bound departure</p> <p>[2] Providing afternoon-peak-only service for South Horizons bound departure.</p> <p>Please refer to <u>Annex 4</u> for details.</p>

Proposed Conversion of Citybus Route no. 71 to non-circular route terminating at Central (Man Kat Street Bus Terminus)

Operations Details of Existing Services

Route	71
Terminating Points	Nam Long Shan Road Bus Terminus – Central (Wing Wo Street) (Circular)
Service Hour	<u>From Nam Long Shan Road Bus Terminus :</u> Daily 5.35 a.m. to 11.30 p.m.
Morning Peak Hour Headway	20-30 minutes
Passenger Occupancy	Occupancy in the peakiest one hour : 73%
Fare	\$5.7
Vehicle Allocation	4ACDD

The Proposal

- To improve the stability of service frequency of CTB route no. 71 and to avoid irregular bus service at en-route bus stops due to the long journey distance, it is proposed to convert the route to a non-circular route terminating at Central (Man Kat Street Bus Terminus).
- Minor adjustments to departure time to tie in with the conversion arrangement. Details are as follow:

The new timetable for departures from Central to tie in with the conversion of the route to a non-circular route

Route	71
Terminating Points	Nam Long Shan Road Bus Terminus – Central (Man Kat Street Bus Terminus)
Routeing	<p><u>NAM LONG SHAN ROAD BUS TERMINUS to CENTRAL (MAN KAT STREET BUS TERMINUS) :</u> via Nam Long Shan Road, Wong Chuk Hang Road, Aberdeen Praya Road, Shek Pai Wan Road, Pok Fu Lam Road, Second Street, Water Street, Des Voeux Road West, Connaught Road West, Connaught Road Central, Man Kat Street and Pier Road.</p> <p><u>CENTRAL (MAN KAT STREET BUS TERMINUS) to NAM LONG SHAN ROAD BUS TERMINUS :</u> via Man Kat Street, Connaught Road Central, Connaught Road Central turnaround, Connaught Road Central, Connaught Road West, Des Voeux Road West, Queen's Street, Queen's Road West, Pok Fu Lam Road, Shek Pai Wan Road, Aberdeen Praya Road, Aberdeen Main Road, Wong Chuk Hang Road and Nam Long Shan Road.</p>

Service Hour	<u>From Nam Long Shan Road Bus Terminus :</u> Daily 5.35 a.m. to 11.30 p.m. <u>From Central (Man Kat Street Bus Terminus)</u> Daily 6.05 a.m. to 12.10 a.m.
Morning Peak Hour Headway	20-30 minutes (Remain unchanged)
Fare	\$5.7 (Remain unchanged)
Vehicle Allocation	4 ACDD (Remain unchanged)

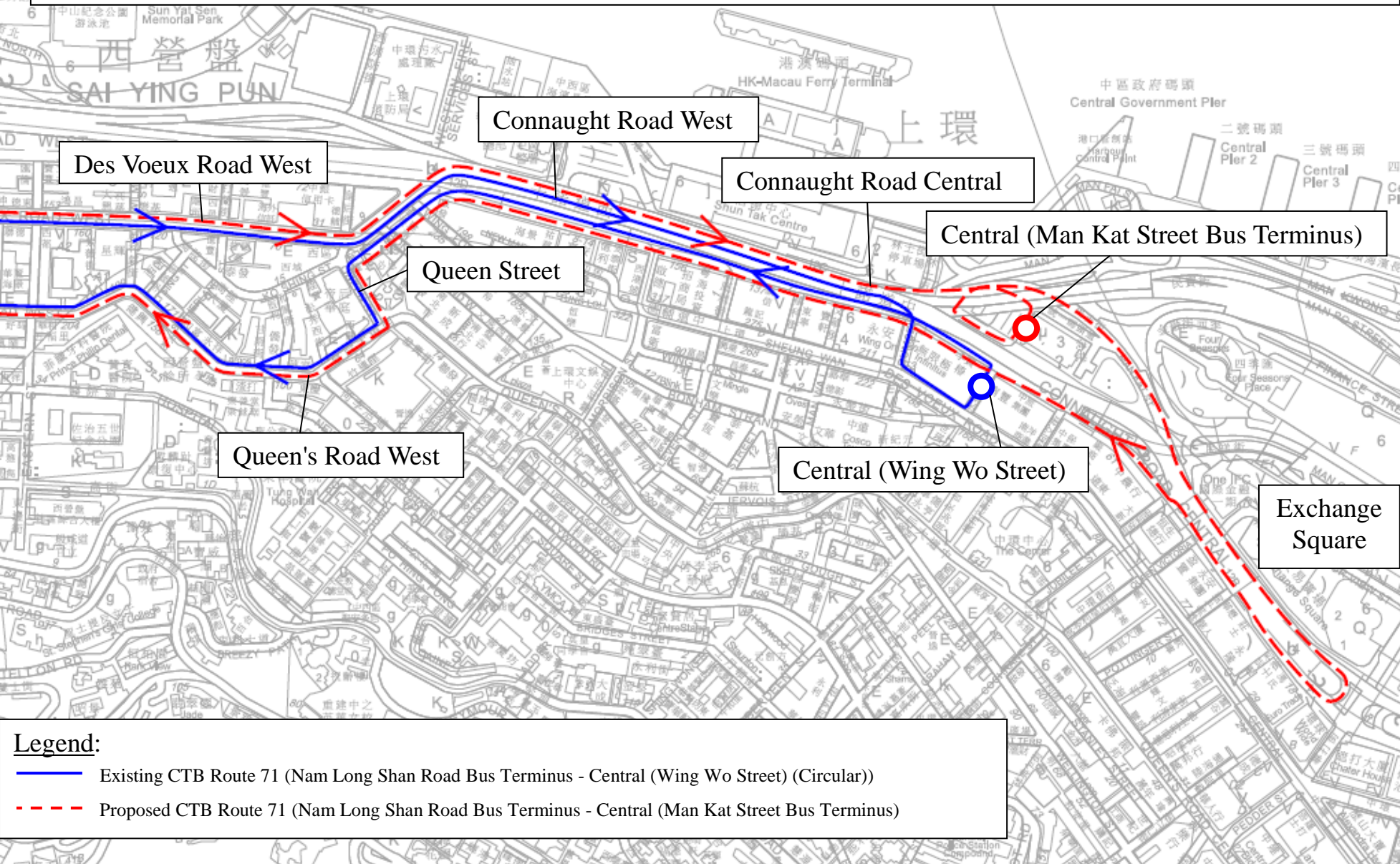
Advantages

- The proposal can enhance the stability of the service frequency of CTB route no. 71 and allow passengers boarding the buses at en-route stops to better plan their journey time.

Proposed Implementation Date

2019 Q3

Proposed Conversion of Citybus Route no. 71 to non-circular route terminating at Central (Man Kat Street Bus Terminus)



Legend:

- Existing CTB Route 71 (Nam Long Shan Road Bus Terminus - Central (Wing Wo Street) (Circular))
- Proposed CTB Route 71 (Nam Long Shan Road Bus Terminus - Central (Man Kat Street Bus Terminus))

Proposed Re-routeing of NWFB Route 971 (Shek Pai Wan bound)

Existing Operation Details

Route	971
Terminating Points	Hoi Lai Estate – Shek Pai Wan Estate Public Transport Interchange (PTI)
Service Hours	<u>From Hoi Lai Estate</u> Mondays to Saturdays (except public holidays) 6.30 a.m. to 10.15 p.m. Sundays and public holidays 7.35 a.m. to 10.15 p.m. <u>From Shek Pai Wan Estate PTI</u> Daily 6.30 a.m. to 10.00 p.m.
Morning Peak Hour Frequency	15 – 20 minutes
Full Fare per Single Journey	\$11.7
Patronage	Maximum occupancy in the peak one hour: 70%
Vehicle Allocation	5 Double-deckers 4 Single-deckers

The proposal

- In response to the passengers' requests for strengthening the cross-harbour bus services passing through Tai Kok Tsui Road, it is proposed that Route 971 on its journey to Shek Pai Wan Estate PTI will be diverted via Chui Yu Road, Tung Chau Street and Tai Kok Tsui Road, omitting the section of Sham Mong Road between Chui Yu Road and Cherry Street, so as to provide the area around Tai Kok Tsui Road whereby the travel distance with bus services to the Western District and the Southern District of Hong Kong Island can be reduced. The details are as follows:

Route	971
Terminating points	Hoi Lai Estate – Shek Pai Wan Estate PTI
Service hours	Unchanged
Morning Peak Hour Frequency	
Routeing	<u>From Hoi Lai Estate</u> Sham Mong Road, <u>Chui Yu Road, Tung Chau Street, Tai Kok Tsui Road</u> , 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, Tin Wan Street, Tin Wan Hill Road, Shek Pai Wan Road,

	Aberdeen Praya Road, Aberdeen Main Road, Aberdeen Reservoir Road and Yue Kwong Road. <u>From Shek Pai Wan Estate PTI</u> Unchanged
Full Fare per Single Journey	Unchanged
Vehicle Allocation	6 Double-deckers 4 Single-deckers

Advantages

- Residents in the area around Tai Kok Tsui Road can enjoy bus services to the Western District and the Southern District of Hong Kong Island direct.
- With its routing being diverted via Tai Kok Tsui Road, the route can serve the central part of Tai Kok Tsui and whereby the travel distance to the bus stops at Sham Mong Road can be reduced.

Effects on passengers

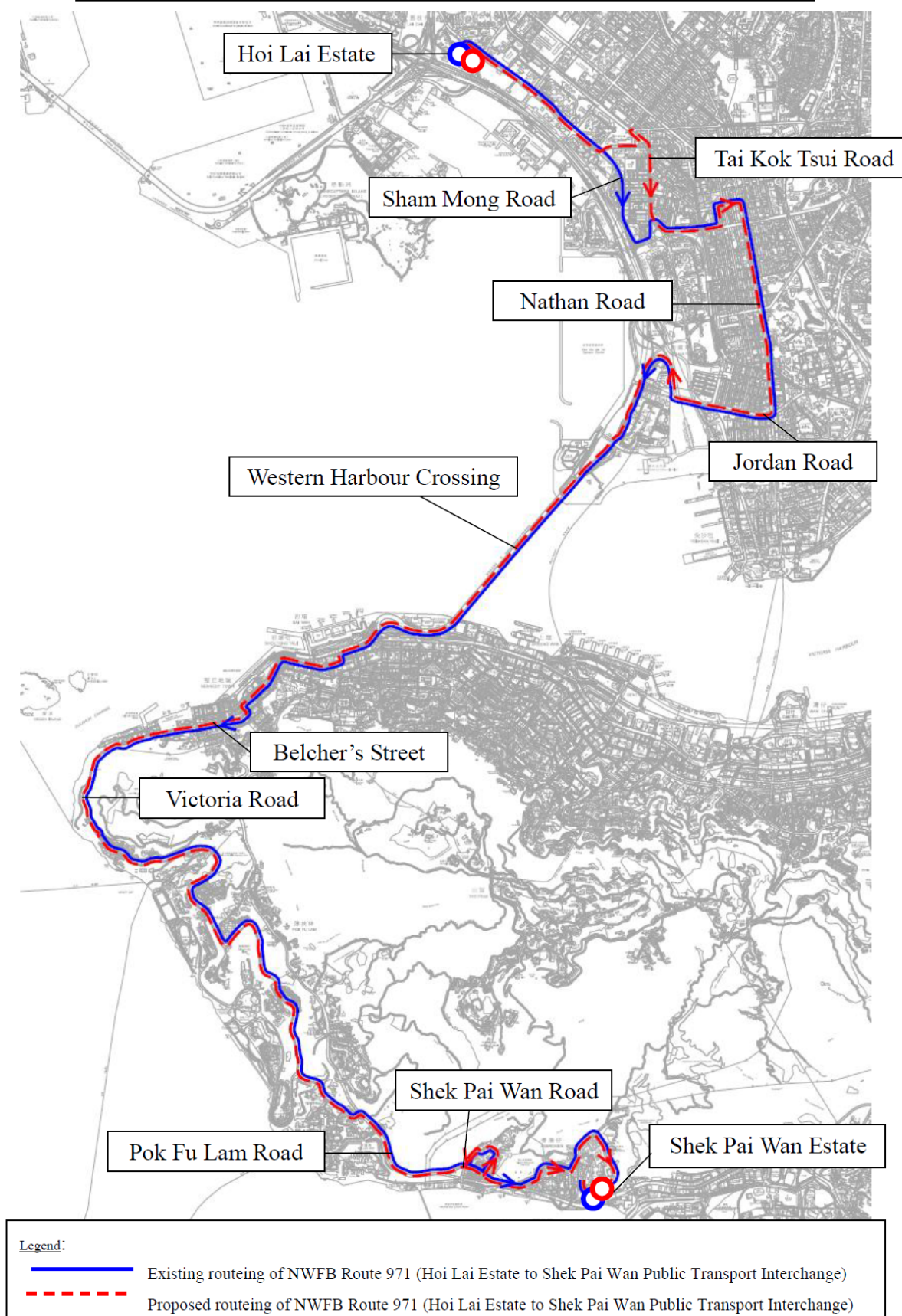
- To tie in with the above proposed re-routing, the following changes will be made to the bus stops on the affected road sections of Route 971:

Bus stops to be cancelled	Alternative/new bus stops	No. of passengers affected (percentage of Shek Pai Wan Estate PTI bound passengers)
From Hoi Lai Estate		
1. Chung Wui Street	1. Tai Kok Tsui Road outside Larch Street Sitting-out Area	Approximately 45 persons (about 2.0%)
2. Olympic Station		Approximately 15 persons (about 1.0%)
3. Foo Kwai Street	2. Tai Kok Tsui Road outside New Kowloon Plaza	Approximately 20 persons (about 1.0%)

Proposed Implementation Date

3rd Quarter 2019

Proposed Re-routeing of NWFB Route 971 (Shek Pai Wan bound)



Proposed Re-routeing of NWFB 4X**Existing Operation Details**

Route	4X
Terminating Points	Wah Fu (South) to Central (Connaught Road Central) (Circular)
Service Hours	From Wah Fu (South) Mondays to Saturdays (except public holidays) 7.00 a.m. – 8.20 p.m.
Morning Peak Hour Frequency	10-15 minutes
Full Fare per Single Journey	\$5.6
Patronage	Maximum occupancy in the peakest one hour : 86%
Vehicle Allocation	6 Double-deckers

The Proposal

- Currently, the Central bound trip of Route 4X is routed through Hill Road flyover for access to Central and Sheung Wan direct, whereas the Wah Fu (South) bound return trip, like many other bus routes passing through Pok Fu Lam, is routed through the busy Queen's Road Central and Queen's Road West for access to Pok Fu Lam Road. This has led to longer journey time and less stable service, and its routeing overlapping with that of NWFB Route 4.
- To provide faster return trip of Route 4X, it is proposed that the Wah Fu (South) bound routeing, upon reaching Connaught Road Central, be diverted via Rumsey Street flyover, Connaught Road West flyover, Shing Sai Road, Sands Street, Rock Hill Street and Smithfield to Pok Fu Lam Road, via Chi Fu, omitting Queen's Road Central, Queen's Road West and the section of Pok Fu Lam Road between Queen's Road West and Smithfield. The details are as follows:

Route	4X
Terminating Points	Wah Fu (South) to Central (Connaught Road Central) (Circular)
Service Hours	Unchanged
Morning Peak Hour Frequency	
Routeing	From Wah Fu (South) Wah Fu Road, Shek Pai Wan Road, Pok Fu Lam Road, Hill Road flyover, Connaught Road West, Connaught Road Central, Man Kwong Street, Man Yiu Street, Harbour View Street, Central (Exchange Square), Connaught Road Central, Connaught Road Central roundabout, Connaught Road Central, <u>Rumsey Street flyover, Connaught Road West flyover, Shing Sai Road, Sands Street, Rock Hill Street, Smithfield,</u> Pok Fu Lam Road, <u>Chi Fu Road,</u> Pok Fu Lam Road, Shek Pai Wan Road, Wah Fu Road, roundabout and Wah Fu Road.
Full Fare per Single Journey	Unchanged
Vehicle Allocation	

- To tie in with the above proposed re-routeing, the bus company will introduce the following bus-bus interchange discount to passengers paying the fare by Octopus:

First leg journey	Destination	Fare	Second leg journey	Destination	Fare	Discount	Total fare	Interchange point
To Southern District								
CTB Route 37A	Chi Fu	\$5.1	NWFB Routes 4, 4X and 970	Wah Fu/ Cybertport	\$4.3/ 4.8	\$3.0/3.8	\$5.6-6.9	Queen Mary Hospital
CTB Routes 7, 71 and 90B	Shek Pai Wan/ Wong Chuk Hang/ South Horizons	\$5.7/ 6.2				\$3.6-4.3	\$5.7-\$6.9	
NWFB Routes 30X, 970 and 970X	Cybertport/ Aberdeen	\$6.8/ 6.9	NWFB Routes 4 and 4X or CTB Routes 40 and 40M	Wah Fu	\$4.2/ 4.3	\$4.2/4.3	\$6.8-6.9	

First leg journey	Destination	Fare	Second leg journey	Destination	Fare	Discount	Total fare	Interchange point
NWFB Routes 91 and 94	Ap Lei Chau/ Lei Tung	\$6.1/ 5.9	NWFB Routes 4, 4X and 970 or CTB Routes 40 and 40M	Wah Fu/ Cybertport	\$4.2/ \$4.3/ \$4.8	\$3.8-4.3	\$5.9- 6.9	
To Central , Sheung Wan								
NWFB Routes 4 and 4X	Central	\$5.6	CTB Routes 37B, 37X and 90B	Central/ Admiralty	\$4.5/ \$5.2	\$4.5/\$5.2	\$5.6	Queen Mary Hospital
CTB Routes 40 and 40M	Wanchai/ Admiralty	\$5.7	NWFB Routes 4, 4X, 91 and 94	Central	\$4.6	\$4.6	\$5.7	

Advantages

- With the proposed re-routeing, passengers travelling from the Central and Western District to the Southern District can enjoy more efficient and reliable bus services.
- Passengers from Kennedy Town can take the re-routed Route 4X to Pok Fu Lam Road, Chi Fu and the Southern District.

Effects on passengers

- To tie in with the above proposed re-routeing, the following changes will be made to the bus stops on the affected road sections of Route 4X:

From Wah Fu (South)	
Bus Stops to be cancelled	New bus stops
1. Hang Seng Bank Head Office 2. The Center 3. Hollywood Terrace 4. Sheung Wan Civic Centre 5. Queen's Terrace 6. Sutherland Street 7. Centre Street 8. Western Street 9. Connaught Garden 10. Li Sing Primary School	1. Smithfield Municipal Services Buildings, Rockhill Street 2. Kennedy Town Station 3. Fu Ming Yuen, Chi Fu Road 4. Fu Yan Yuen, Chi Fu Road 5. Yar Chee Villas, Chi Fu Road

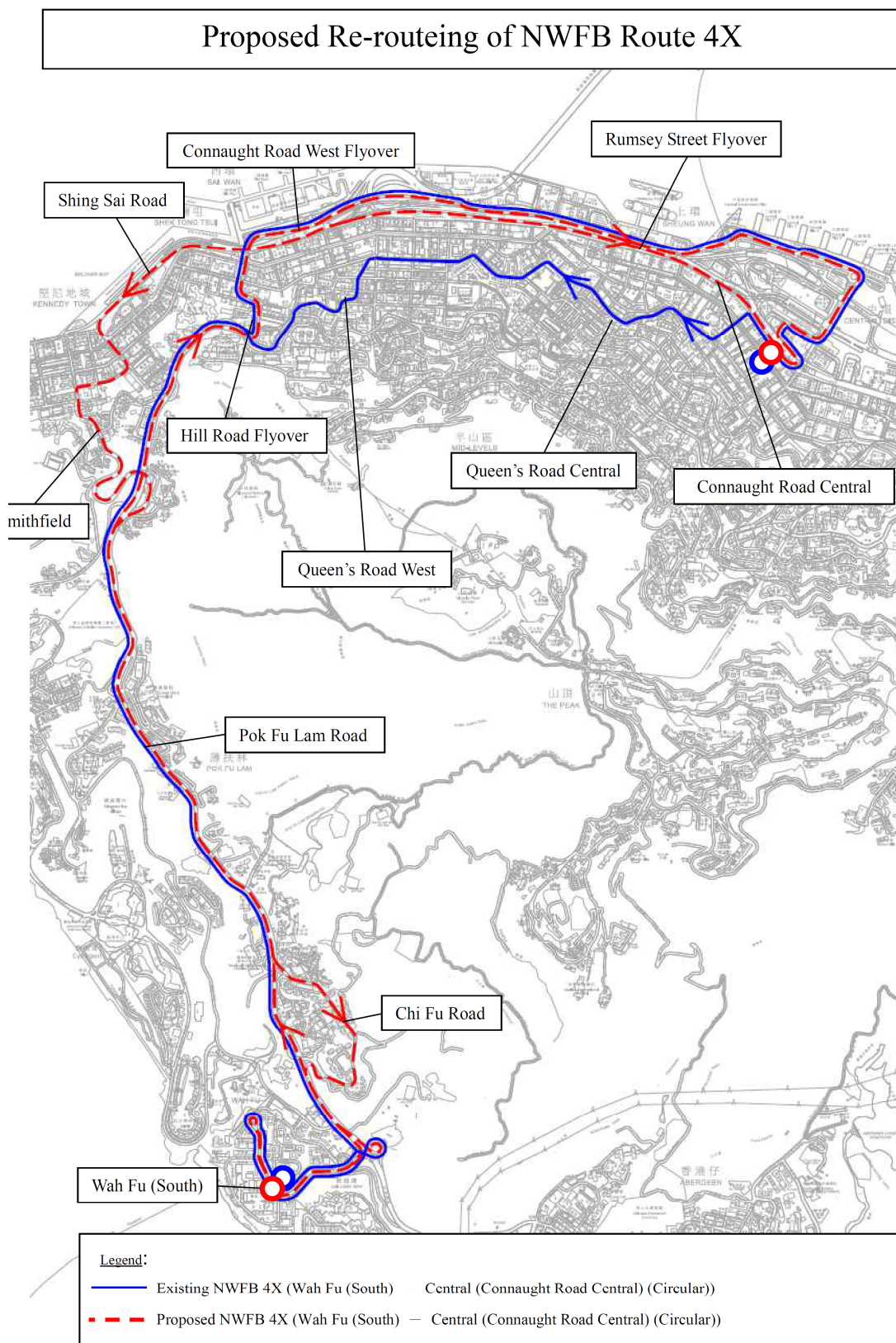
From Wah Fu (South)	
Bus Stops to be cancelled	New bus stops
11. HKU West Gate 12. Lady Ho Tung Hall 13. Pokfield Road 14. Pok Fu Lam Road Playground 15. Yu Chun Keung Memorial College No. 2	

Origin	Destination	Alternative	Fares	No. of affected passengers (% of total no. of passengers)
Central (Macau Ferry, Central Ferry Piers and Exchange Square)	Queen's Road Central to Pok Fu Lam Road (Li Sing Primary School to Pok Fu Lam Road Playground)	NWFB Routes 4, 91 and 94 or CTB Routes 7 and 71	\$5.6-\$6.1	Approximately 70 persons (about 2.0%)
Queen's Road Central to Queen's Road West/Connaught Road West	Queen's Road Central to Pok Fu Lam Road (Li Sing Primary School to Yu Chun Keung Memorial College No. 2)	NWFB Routes 4, 91 and 94 or CTB Routes 7, 37A, 71 and 90B	\$5.1-\$6.2	Approximately 310 persons (about 7.0%)
	Wah Fu	NWFB Route 4 NWFB Routes 91 and 94 or CTB Routes 7, 37A, 71 and 90B interchange NWFB Routes 4, 4X and 970 or CTB Routes 40 and 40M	\$5.6 \$5.6-\$6.9	Approximately 570 persons (about 13.0%)
Pok Fu Lam Road (Li Shing Primary School)	Pok Fu Lam Road (HKU West Gate to Yu Chun Keung Memorial College No. 2)	NWFB Routes 4, 91, 94, 970 and 970X or CTB Routes 7, 37A, 71 and 90B	\$5.1-\$6.9	Approximately 55 persons (about 1.0%)
	Wah Fu	NWFB Routes 4 and 970 NWFB Routes 30X, 91, 94, 970 and 970X or CTB Routes 7, 37A, 71 and 90B interchange NWFB Routes 4, 4X	\$5.6/\$6.9 \$5.6-\$6.9	Approximately 60 persons (about 1.0%)

Origin	Destination	Alternative	Fares	No. of affected passengers (% of total no. of passengers)
		and 970 or CTB Routes 40 and 40M		
Pok Fu Lam Road (HKU West Gate to Pok Fu Lam Road Playground)	Pok Fu Lam Road (Lady Ho Tung Hall to Yu Chun Keung Memorial College No. 2)	NWFB Routes 4, 91, 94, 970 and 970X or CTB Routes 7, 37A, 40, 40M, 71 and 90B	\$5.1-\$6.9	Approximately 140 (about 3.0%)
	Wah Fu	NWFB Routes 4 and 970 or CTB Routes 40 and 40M	\$5.6-\$6.9	Approximately 160 persons (about 3.0%)
		NWFB Routes 30X, 91, 94, 970 and 970X or CTB Routes 7, 37A, 71 and 90B interchange NWFB Routes 4,4X and 970 or CTB Routes 40 and 40M	\$5.6-\$6.9	

Proposed implementation date

3rd Quarter 2019



Proposed Adjustments to Service Hours of NWFB Route 590**Existing Operation Details**

Route	590
Terminating Points	South Horizons – Central (Exchange Square)
Service Hours	<u>From South Horizons</u> Mondays to Saturdays (except public holidays) 6.05 a.m. – 11.50 p.m. Sundays and public holidays 6.00 a.m. – 11.50 p.m. <u>From Central (Exchange Square)</u> Mondays to Saturdays (except public holidays) 6.35 a.m. – 12.20 a.m. Sundays and public holidays 6.40 a.m. – 12.20 a.m.
Morning Peak Hour Frequency	15-25 minutes
Full Fare per Single Journey	\$7.2
Patronage	Maximum occupancy in the peak one hour : 40%
Vehicle Allocation	5 Double-deckers

The proposal

- As the service area of Route 590 overlaps with that of South Island Line, the patronage of Route 590 has dropped considerably and its occupancy rate has remained low upon the commissioning of the South Island Line. To utilize bus resources in a more efficient way, it is proposed to adjust the service hours of the route by providing morning-peak-only service for the Central (Exchange Square) bound and afternoon-peak-only service for South Horizons bound from Mondays to Fridays (except public holidays). The details are as follow:

Route	590
Terminating Points	South Horizons – Central (Exchange Square)
Service Hours	<u>From South Horizons</u> Mondays to Fridays (except public holidays) 6.05 a.m. – 8.10 a.m. <u>From Central (Exchange Square)</u> Mondays to Fridays (except public holidays) 5.50 p.m. – 6.30 p.m.
Morning Peak Hour Frequency	20-30 minutes
Full Fare per Single Journey	Unchanged
Patronage	
Vehicle allocation	4 Double-deckers

- To tie in with the above proposed adjustments to service hours, the bus company will introduce the following bus-bus interchange discount to passengers paying the fare by Octopus:

First leg journey	Destination	Fare	Second leg journey	Destination	Fare	Discount	Total fare	Interchange point
From Ap Lei Chau / South Horizons to Central								
CTB Route 592	Causeway Bay	\$5.1	CTB Route 70	Central	\$5.1	\$5.1	\$5.1	Aberdeen Tunnel Toll Plaza
CTB Route 90	Central							
From Central to South Horizons / Ap Lei Chau								
CTB Route 70	Wah Kwai	\$5.1	CTB Route 592	South Horizons	\$3.2	\$3.2	\$5.1	Aberdeen Tunnel Toll Plaza
			CTB Route 90	Ap Lei Chau				

Advantage

- With the proposed adjustments, bus resources will be put to more efficient use and traffic congestion on busy roads, such as Gloucester Road and Connaught Road Central, can be alleviated, which will in turn improve the road-side air quality along the roads concerned.

Effects on passengers

- Currently, the average patronage per trip of Route 590 for the affected departures is about 10.

Origin	Destination	No. of affected passengers (% of total no. of passengers)	Alternative	Fare
Central (Exchange Square) bound				
Ap Lei Chau	Wong Chuk Hang / Central	Approximately 355 persons (about 30%)	CTB Route 90	Reduced from \$7.2 to \$5.1
	Wanchai (Gloucester Road)		CTB Routes 90 or 592 interchange CTB Route 70	
Wong Chuk Hang	Central / Wanchai (Gloucester Road)		CTB Route 70	
South Horizons bound				
Central	Wong Chuk Hang	Approximately 420 persons (about 35%)	CTB Route 70	Reduced from \$7.2 to \$5.1
	Ap Lei Chau		CTB Route 90	
Wanchai (Gloucester Road)	Wong Chuk Hang		CTB Route 70	
	Ap Lei Chau		CTB Route 70 interchange CTB Routes 90 or 592	

Proposed implementation date

3rd Quarter 2019