

## **Bus Route Planning Programme for Southern District 2020-21**

### **Purpose**

This paper elaborates and seeks the views of Members on the Bus Route Planning Programme (BRPP) for Southern District 2020-21.

### **BRPP planning considerations**

2. Franchised buses are major road-based mass carriers with high passenger carrying capacity and provide services with certain flexibility. Having regard to the local developments, demographic changes, completion of transport facilities, existing and planned public transport services in the districts concerned, etc., the Transport Department (TD) has been continuously enhancing the existing bus service network, and planning bus routes and adjusting bus services for developing and newly-developed districts as appropriate, so as to cater for the passenger demands.

### **BRPP for 2020-21**

3. In response to passenger demand and to tie in with local developments and infrastructure projects, etc., we have devised a draft BRPP for 2020-21 following discussion with the local communities and franchised bus companies. The table attached provides proposals under the BRPP for Southern District and Annexes 1 to 8 set out the details.

4. In formulating the BRPP, the TD and franchised bus companies make reference to the following guidelines on bus service adjustment:

### **Serving needs**

5. To tie in with demographic changes, we will increase bus frequency in accordance with the existing passenger demand for bus service or introduce new bus services as appropriate.

#### **(1) Frequency Improvement**

6. 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, the TD and franchised bus companies will consider increasing its service frequency. Along with making reference to occupancy rate indicators, we will give consideration to providing a pleasant travelling environment for passengers, especially for bus services operated on longer routes.

#### **(2) Introduction of Services**

7. We will consider the introduction of new bus services having regard to community developments and population growth of individual districts. In view of the much

congested road networks in many developed districts, any bus service introduced to serve congested areas or travel via busy roads will not only aggravate the traffic load, but also likely to lengthen the journey time of new bus routes, thus lowering their operational efficiency. Therefore, in considering the introduction of new bus services, the busy road sections of busy spots in the urban areas will be avoided as far as possible. If any new bus routes or existing ones upon service enhancements will inevitably operate via such road sections, the franchised bus companies are required to reduce the number of bus trips of other routes operating via those road sections as far as possible.

### (3) Interchange Schemes

8. 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.

### **Service Rationalisation**

9. For bus routes with low utilisation, we will review those routes with franchised bus companies from time to time, so as to implement different measures to enhance their efficiency subject to their actual performance, including adjustment to the headway and service hour of existing routes, or truncation, amalgamation and cancellation of routes, etc, as appropriate.

#### (1) Frequency Reduction

10. 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, the TD and franchised bus companies will give consideration to reducing service frequency. However, in some cases when such a route serves actual travel needs of the district with no alternatives available (including bus-bus interchange service), or the peak headway of the route has been set at 15 minutes or more and off-peak headway at 30 minutes or more, then the TD and franchised bus companies will make consideration on individual merits. In that case, single deck buses may be deployed to replace double deck buses first for better utilisation of bus resources and enhancement of the overall efficiency of bus network.

#### (2) Route Cancellation / Amalgamation

11. To ensure proper use of resources, if the utilisation of a low-frequency route is not high (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 or above 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

12. To optimise the use of resources, we will examine the patronage of individual routes with the franchised bus companies from time to time, for example to see whether the majority of passengers have alighted en-route, thereby exploring the feasibility of truncating routes. As a reference benchmark, we will examine whether the route concerned have an occupancy rate of not more than 20% to 30% at the proposed terminating points during the busiest hour, for determining whether it should be truncated. Moreover, we will examine to see if there are any road spaces en-route to provide interchange facilities for passengers to interchange for other bus routes to their destinations.

13. Apart from making reference to the guidelines and factors set out in paragraphs 5 to 12 above, we will also review bus services holistically having regard to the overall public transport service network where appropriate, so as to maximise complementarity amongst the routes in the district. In the past, for individual proposals which can facilitate rationalising circuitous routes and improving service frequency, etc., for example, reducing unnecessary bus routes or bus trips while redeploying spared resources to routes with genuine needs for service enhancement, we will explore room for bus service rationalisation and, through rationalising bus routes in the district, achieve more effective use of bus resources, enhance bus service network efficiency and improve service quality, so that the public can enjoy efficient service while bus services can achieve sustainable development.

**Advice Sought**

14. Members are invited to give views on the BRPP for Southern District 2020-21.

**Transport Department**  
**February 2020**

**Bus Route Planning Programme for Southern District 2020-21**  
**Items of Improvement of Bus Services**  
**(Routes of Hong Kong Island)**

Proposed Implementation Date	Bus Company	Route No.	Terminating Points	Morning 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	
3rd Quarter of 2020	NWFB	33X	Cyberport to Sai Wan Ho (Tai Hong Street)	1 AM trip	2 AM trips 1 AM trip	0	1	0	2	0	1	To add one departure of Route No. 33X in both a.m. peak hours and p.m. peak hours.
3rd Quarter of 2020	NWFB	49X	Siu Sai Wan (Island Resort) to Cyberport	-	1 AM trip	0	0	0	1	0	1	<div>[1] To introduce Route No. 49X from Siu Sai Wan to Cyberport which operates via Wan Tsui Road , Chai Wan Road, Island Eastern Corridor, Aberdeen Tunnel, Wong Chuk Hang and Aberdeen for providing direct bus service from Siu Sai Wan and Chai Wan to Southern District;</div> <div>[2] To provide express bus service on Mondays to Fridays (except public holidays); and</div> <div>[3] The bus service will be put on trial for 3 months and then reviewed.</div> <div>Please refer to <u><b>Annex 1</b></u> for details.</div>

**Bus Route Planning Programme for Southern District 2020-21**  
**Items of Improvement of Bus Services**  
**(Cross-harbour Routes)**

Proposed Implementation Date	Bus Company	Route No.	Terminating Points	Morning 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	
3rd Quarter of 2020	KMB/CTB	671X	Ap Lei Chau (Lee Lok Street) to Diamond Hill Station	-	2 AM trips	0	0	0	2	0	2	[1] To introduce special departures of Route no. 671X from Ap Lei Chau (Lee Lok Street) during morning peak hours on Mondays to Fridays (except public holidays), operating via Canal Road flyover, Victoria Park Road and Island Eastern Corridor before heading to Lam Tin and MTR Diamond Hill Station direct; and  [2] To adjust the service of Route nos. 171A and 671 in order to tie with the introduction of Route no. 671X.  Please refer to <b><u>Annex 2</u></b> for details.
3rd Quarter of 2020	KMB/CTB	171 [171A]	Lei Tung Estate to Lai Chi Kok	8 AM trips	7 AM trips	0	21	0	20	0	-1	
3rd Quarter of 2020	KMB/CTB	671	Ap Lei Chau (Lee Lok Street) - Diamond Hill Station	15-25	15-30	0	10	0	9	0	-1	
3rd Quarter of 2020	NWFB	970X	So Uk - Aberdeen	8-20	8-20	0	15	0	17	0	2	To extend Route Nos. 970X and X970 to Cheung Sha Wan (Kom Tsun Street) catering for the demand of passengers travelling between Southern District and Cheung Sha Wan Business Area and omit So Uk. Please refer to <b><u>Annex 3</u></b> for details.
3rd Quarter of 2020	NWFB	X970	South Horizon to So Uk	1 AM trip	1 AM trip	0	1	0	1	0	0	

**Bus Route Planning Programme for Southern District 2020-21**  
**Items of Rationalisation of Bus Services**  
**(Routes of Hong Kong Island)**

Proposed Implementation Date	Bus Company	Route No.	Terminating Points	Morning 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	
3rd Quarter of 2020	CTB	40	Wah Fu (North) - Wan Chai North Temporary Public Transport Interchange	15-20	15-20	0	8	0	8	0	0	[1] To relocate the terminating point of Route no. 40M from Admiralty (Government Headquarters) to Wan Chai North Temporary Public Transport Interchange;  [2] To divert Wan Chai-bound routeing of Route no. 40M via Hung Hing Road in lieu of Convention Avenue; and divert the Wah Fu-bound routeing via Hennessy Road and Queensway in lieu of Gloucester Road; and
3rd Quarter of 2020	CTB	40M	Wah Fu (North) – Admiralty (Government Headquarters)	15-20	15-20	0	6	0	6	0	0	[3] To adjust the service of Route no. 40 and 40M from Wah Fu (North) after morning peak hours and from Wan Chai North Temporary Public Transport Interchange to better meet the passenger demand.  Please refer to <u>Annex 4</u> for details.
3rd Quarter of 2020	CTB	75	Shum Wan Road Public Transport Terminus – Central (Exchange Square)	15-30	20-30	0	5	0	4	0	-1	[1] To divert Central-bound service via Gloucester Road and Harcourt Road in lieu of Hennessy Road and Queensway;  [2] To divert Shum Wan-bound service via Harcourt Road and Gloucester Road in lieu of Queensway, Hennessy Road, Johnston Road and Wan Chai Road during morning peak hours and reduce the number of stops to save the journey time; and  [3] To adjust the service to better meet the passenger demand.  Please refer to <u>Annex 5</u> for details.

**Bus Route Planning Programme for Southern District 2020-21**  
**Items of Rationalisation of Bus Services**  
**(Routes of Hong Kong Island)**

Proposed Implementation Date	Bus Company	Route No.	Terminating Points	Morning 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	
3rd Quarter of 2020	CTB	97	Lei Tung Estate – Central (Exchange Square)	10-20	20-30	0	10	0	8	0	-2	<p>[1] To divert Central-bound service via Gloucester Road and Harcourt Road in lieu of Hennessy Road and Queensway;</p> <p>[2] To divert Lei Tung Estate-bound service via Harcourt Road and Gloucester Road in lieu of Queensway, Hennessy Road, Johnston Road and Wan Chai Road during morning peak hours and reduce the number of stops to save the journey time; and</p> <p>[3] To adjust the service to better meet the passenger demand.</p> <p>Please refer to <b><u>Annex 6</u></b> for details.</p>
3rd Quarter of 2020	CTB	260	Stanley Village – Central (Exchange Square)	15-20	15-20	0	5	0	5	0	0	To adjust the last departure times of Route no. 260 to 8 p.m. Please refer to <b><u>Annex 7</u></b> for details.

**Bus Route Planning Programme for Southern District 2020-21**  
**Items of Rationalisation of Bus Services**  
**(Cross-harbour Routes)**

Proposed Implementation Date	Bus Company	Route No.	Terminating Points	Morning 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	
3rd Quarter of 2020	CTB	973	Stanley — Tsim Sha Tsui East (Mody Road)	15-30	30	0	4	0	4	0	0	<p>[1] To adjust the last departure time for both bounds of Route no. 973 to 7 p.m.;</p> <p>[2] To adjust the routeings for both bounds of omitting Tung Tau Wan Road and Stanley Prison;</p> <p>[3] To adjust the service of Route nos. 73 and 973 in order to meet the passenger demand; and</p>
3rd Quarter of 2020	CTB	73	Stanley Village — Cyberport/Wah Fu (North)	13-20	13-20	0	6	0	5	0	-1	<p>[4] To re-route the departures of Route no. 73 after 7.00 p.m. via Ma Hang Estate to tie with the adjustment of the last departure times of Route no. 973.</p> <p>Please refer to <u>Annex 8</u> for details.</p>



**Proposed Introduction of NWFB Route no. 49X (Siu Sai Wan (Island Resort) to Cyberport)****The proposal**

- To cater for the traffic demand of residents in the areas around Siu Sai Wan and Chai Wan travelling to Southern District, Hong Kong Island during morning peak hours, it is proposed that Route no. 49X be introduced to provide express bus service on Mondays to Fridays (except public holidays). The bus service will be put on trial for 3 months and then reviewed.
- It is proposed that Route no. 49X departs from Siu Sai Wan (Island Resort), operates via Wan Tsui Road and Chai Wan Road, and then via Island Eastern Corridor and Aberdeen Tunnel non-stop, before heading to Wong Chuk Hang, Aberdeen and Cyberport. The details are as follows:

<b>Route</b>	<b>49X</b>
<b>Terminating Points</b>	Siu Sai Wan (Island Resort) to Cyberport
<b>Service Hours</b>	<u>From Siu Sai Wan (Island Resort):</u> Mondays to Fridays (except public holidays) 7.45 a.m. (tentative) (1 departure)
<b>Routeing</b>	<u>From Siu Sai Wan (Island Resort):</u> Siu Sai Wan Road, Siu Sai Wan Estate Bus Terminus, Siu Sai Wan Road, Chai Wan Road, Wan Tsui Road, Chai Wan Road, Island Eastern Corridor, Victoria Park Road, Gloucester Road, Canal Road flyover, Aberdeen Tunnel, Wong Chuk Hang Road, Aberdeen Praya Road, Shek Pai Wan Road, Victoria Road, Cyberport Road and Information Crescent.
<b>Full Fare per Single Journey</b>	\$13.0
<b>Vehicle Allocation</b>	One Double-decker

**Advantages**

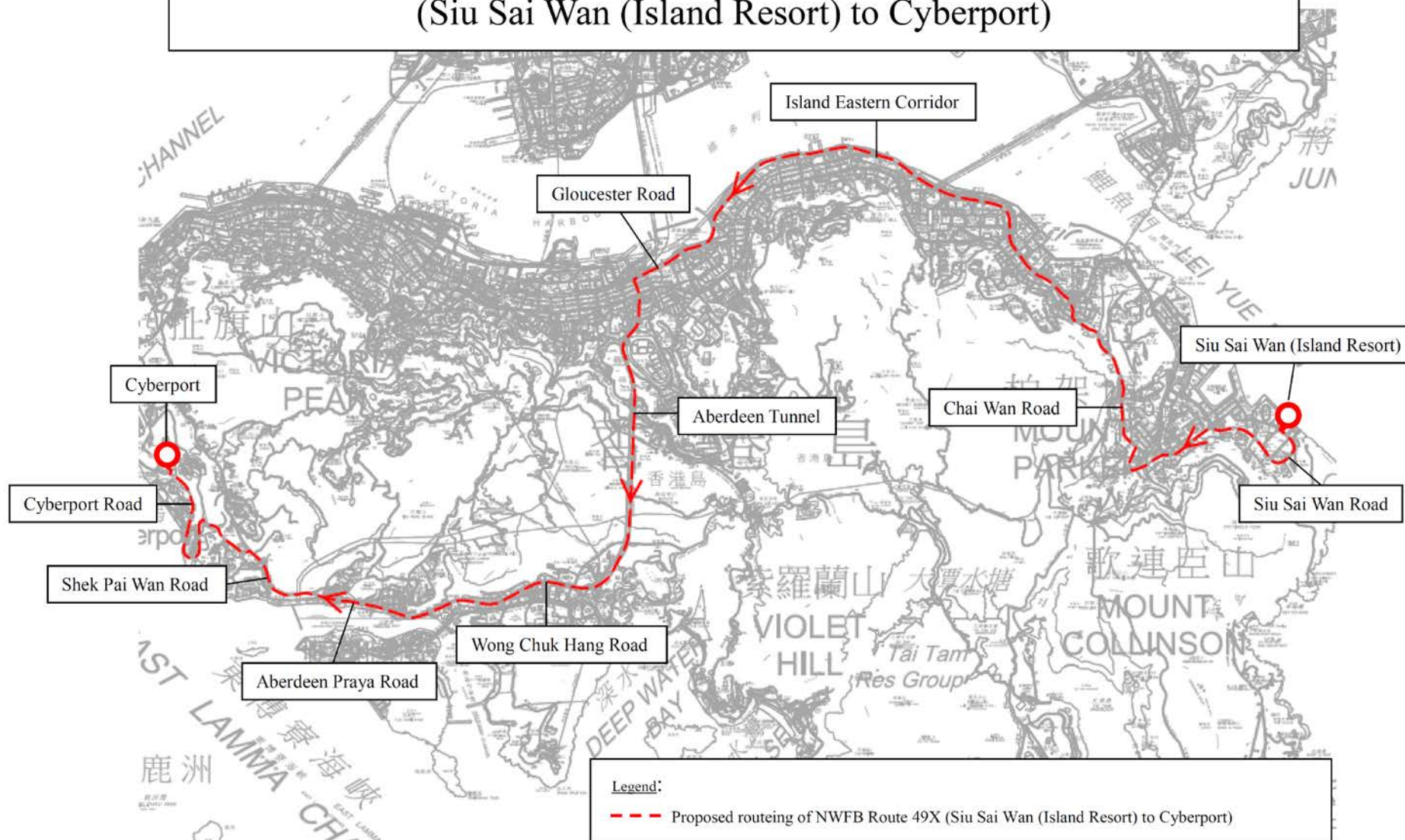
- Currently, residents in the areas around Siu Sai Wan and Chai Wan need to take (i) NWFB Route Nos. 8 / 8P to Causeway Bay and then interchange for NWFB Route nos. 38 / 42 / CTB Route no. 72 to Aberdeen, (ii) CTB Route nos. 780 / 788 to Wan Chai and then interchange for CTB Route No. 70 to Aberdeen or (iii) CTB Route Nos. 780 / 788 to Central and then interchange for NWFB Route No. 30X to Cyberport. The journey time to Aberdeen and Cyberport are about 65 and 85 minutes respectively.

- The proposed Route no. 49X can provide residents in the areas around Siu Sai Wan and Chai Wan with express bus service connecting to Wong Chuk Hang, Aberdeen and Cyberport directly during the morning peak hours, so that passengers will not need to interchange at Central, Wan Chai or Causeway Bay for other Southern District-bound bus routes and around 20 minutes can be saved in the respective journey times.

**Proposed Implementation Date**

3<sup>rd</sup> Quarter 2020

## Proposed Introduction of NWFB Route 49X (Siu Sai Wan (Island Resort) to Cyberport)



**Proposed Introduction of Cross Harbour Route no. 671X and  
Service Adjustment of Route nos. 171A and 671**

**The Proposal**

- Currently, the Kowloon East-bound service of Route no. 671 travels via congested road section such as King's Road. The journey time is lengthened and hence it is not attractive for passengers travelling from Southern District to Kowloon East.
- In order to meet the passenger demand and respond to the local requests, this Department proposes to introduce an express cross-harbour bus service plying from Southern District to Kowloon East via Island Eastern Corridor during morning peak hours. It is proposed that:

**Route no. 671X**

- two express departures of Route no. 671X be introduced to depart from Ap Lei Chau (Lee Lok Street) during morning peak hours on Mondays to Fridays (except public holidays), operating via Aberdeen Tunnel and then Island Eastern Corridor before heading to MTR Diamond Hill Station direct. Details of the proposal are as follows:

Route	671X						
Terminating Points	Ap Lei Chau (Lee Lok Street) to Diamond Hill Station						
Routeing	<u>From Ap Lei Chau (Lee Lok Street):</u> Lee Lok Street, Lee Nam Road, Yi Nam Road, South Horizon Drive, Ap Lei Chau Bridge Road, Ap Lei Chau Drive, Lei Tung Estate Road, Ap Lei Chau Drive, Ap Lei Chau Bridge Road, Wong Chuk Hang Road, Aberdeen Tunnel, Canal Road flyover, flyover, Victoria Park Road · Island Eastern Corridor, Eastern Harbour Crossing, Lei Yue Mun Road, Kwun Tong Road, Kwun Tong Road underpass, Kwun Tong Road, flyover, Lung Cheung Road, Hammer Hill Road, Choi Hung Road, Po Kong Village Road, Fung Tak Road and Lung Poon Street.						
Service Hours	<u>From Ap Lei Chau (Lei Lok Street):</u> Mondays to Fridays (Except Public Holidays) 7.35 a.m. and 7.50 a.m. (2 trips)						
Full Fare per Single Journey	<u>From Ap Lei Chau (Lei Lok Street) :</u> Ap Lei Chau (Lei Lok Street) <table><tr><td>\$11.90</td><td>Eastern Harbour Crossing</td></tr><tr><td>\$11.90</td><td>\$6.10 Diamond Hill Station</td></tr></table>			\$11.90	Eastern Harbour Crossing	\$11.90	\$6.10 Diamond Hill Station
\$11.90	Eastern Harbour Crossing						
\$11.90	\$6.10 Diamond Hill Station						
Journey Time	80 minutes						
Vehicle Allocation	2 Double-deckers						

**Route nos. 171A and 671**

- to tie in with the introduction of Route no. 671X, the Kowloon-bound services of the above cross-harbour bus routes during morning peak hours on Mondays to Fridays (except public holidays) be adjusted. The arrangements after adjustments will be as follows:

<b>Route</b>	<b>Frequency</b>
Route no. 171A (Lai Chi Kok Bound)	Adjusted from 8 departures to 7 departures
Route no. 671 (Diamond Hill Bound)	Adjusted from 15-25 minutes to 15-30 minutes

**Advantages**

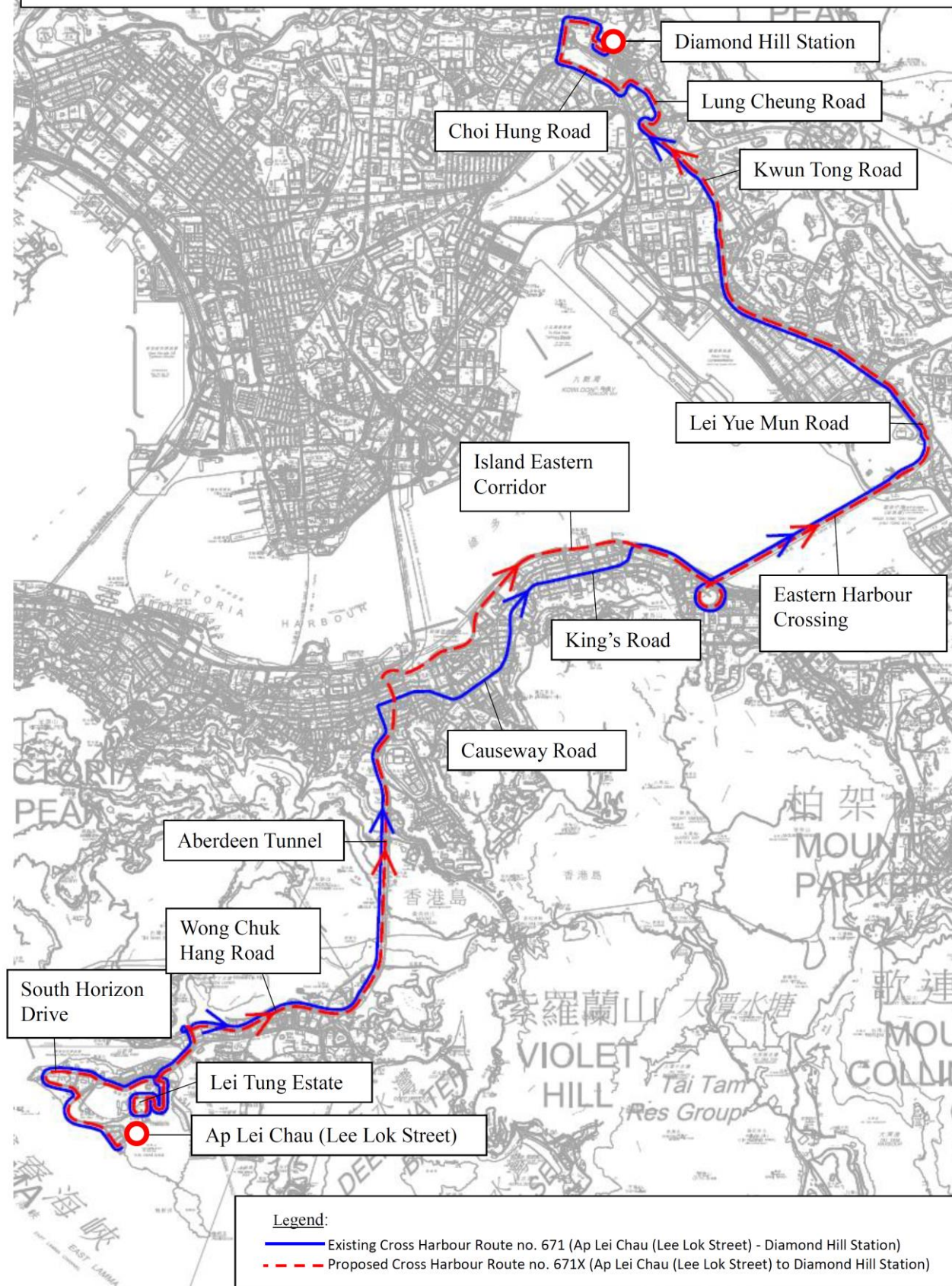
- As compared with Route no. 671, passengers using route no. 671X to travel from Southern District to Kowloon East can save as much as 10 minutes in the journey time.
- The proposal can respond to the demand from the local for providing an express bus service plying from Southern District to Kowloon East.

**Proposed Implementation Date**

3<sup>rd</sup> Quarter 2020



# Proposed Introduction of Cross Harbour Route no. 671X (Ap Lei Chau (Lee Lok Street) to Diamond Hill Station)



**Proposed Extension of NWFB Route nos. 970X and X970**  
**to Cheung Sha Wan Business Area**

**Existing operation details**

<b>Route</b>	<b>970X</b>
<b>Terminating Points</b>	So Uk – Aberdeen / Tin Wan to So Uk (Special Departure)
<b>Service Hours</b>	<p><u>From So UK:</u> Mondays to Saturdays (except public holidays) 5.30 a.m. – 1.30 a.m.*</p> <p>Sunday and Public Holidays 6.30 a.m. – 1.30 a.m.*</p> <p><u>From Aberdeen:</u> Daily 5.30 a.m. – 11.30 p.m.^</p> <p><u>From Tin Wan (Special Departure):</u> Mondays to Saturdays (except public holidays) 7.38 a.m., 8.03 a.m., 4.45 p.m., 5.08 p.m., 5.28 p.m., 5.48 p.m. and 6.09 p.m. (Seven departures)</p> <p>* Departures from So Uk between 5.30 a.m. and 5.50 a.m. and between 12.50 a.m. and 1.30 a.m. on Mondays to Saturdays (except public holidays) and between 12.50 a.m. and 1.30 a.m. on Sundays and Public Holidays operate via Wah Fu Road.</p> <p>^ Departure from Aberdeen at 7.41 a.m. on Mondays to Fridays (except public holidays) terminates at Mong Kok (Bute Street, Nathan Road)</p>
<b>Morning Peak Hours Frequency</b>	8 – 20 minutes
<b>Full Fare per Single Journey</b>	\$11.7
<b>Patronage</b>	Maximum occupancy in the peak one hour : 89%
<b>Vehicle Allocation</b>	15 Double-deckers

<b>Route</b>	<b>X970</b>
<b>Terminating Points</b>	South Horizons to So Uk
<b>Service Hours</b>	<u>From South Horizons:</u> Mondays to Fridays (except public holidays) 7.50 a.m. (1 departure)
<b>Full Fare per Single Journey</b>	\$14.3
<b>Patronage</b>	Average occupancy per departure : 38%
<b>Vehicle Allocation</b>	1 Double-decker

**The proposal**

- To cater for the demand of passengers travelling between Southern District and Cheung Sha Wan Business Area, it is proposed that the routeings of Route Nos. 970X, 970X (special departures from Tin Wan) and X970 be extended to Cheung Sha Wan (Kom Tsun Street) and will operate via a section of Cheung Sha Wan Road west of Tonkin Street on both bounds services.
- In light of the proposed route extension to cover Cheung Sha Wan (Kom Tsun Street), the Cheung Sha Wan (Kom Tsun Street)-bound services of Route Nos. 970X and X970 will omit Tonkin Street, Po On Road and Cheung Fat Street, whereas the Aberdeen-bound service of Route No. 970X will omit Kwong Lee Road, Tonkin Street, Castle Peak Road and Yen Chow Street. The details are as follows:

<b>Route</b>	<b>970X</b>
<b>Terminating Points</b>	Cheung Sha Wan (Kom Tsun Street) – Aberdeen / Tin Wan to Cheung Sha Wan (Kom Tsun Street) (Special Departure)
<b>Service Hours</b>	Unchanged
<b>Morning Peak Hour Frequency</b>	Unchanged
<b>Routeing</b>	<u>From Cheung Sha Wan (Kom Tsun Street):</u> <b><u>Cheung Sha Wan Road</u></b> , Nathan Road, Jordan Road, Lin Cheung Road, West Kowloon Highway, Western Harbour Crossing, Connaught Road West, Western Street, Queen's Road West, Pok Fu Lam Road, flyover (northern interchange), Chi Fu Road, flyover (southern interchange), Pok Fu Lam Road, *(Wah Fu Road), Shek Pai Wan Road and Aberdeen Praya Road.



	<p><u>From Aberdeen<sup>^</sup>:</u></p> <p>Aberdeen Main Road, Lok Yeung Street, Tung Sing Road, Aberdeen Main Road, flyover, Aberdeen Praya Road, Shek Pai Wan Road, Pok Fu Lam Road, flyover (southern interchange), Chi Fu Road, flyover (northern interchange), Pok Fu Lam Road, Hill Road flyover, Connaught Road West, Western Harbour Crossing, West Kowloon Highway, Jordan Road Bridge, Jordan Road, Nathan Road, Cheung Sha Wan Road, <b><u>Tung Chau West Street, Castle Peak Road and Kom Tsun Street.</u></b></p> <p><u>From Tin Wan (Special Departure):</u></p> <p>Tin Wan Hill Road, flyover, Aberdeen Praya Road, Shek Pai Wan Road, Pok Fu Lam Road, flyover (southern interchange), Chi Fu Road, flyover (northern interchange), Pok Fu Lam Road, Hill Road flyover, Connaught Road West, Western Harbour Crossing, West Kowloon Highway, Jordan Road Bridge, Jordan Road, Nathan Road, Cheung Sha Wan Road, <b><u>Tung Chau West Street, Castle Peak Road and Kom Tsun Street.</u></b></p> <p>* Departures from Cheung Sha Wan (Kom Tsun Street) between 5.30 a.m. and 5.50 a.m. and between 12.50 a.m. and 1.30 a.m. on Mondays to Saturdays (except public holidays) and between 12.50 a.m. and 1.30 a.m. on Sundays and Public Holidays operate via Wah Fu Road.</p> <p><sup>^</sup> Departure from Aberdeen at 7.41 a.m. on Mondays to Fridays (except public holidays) terminates at Mong Kok (Bute Street, Nathan Road)</p>
<b>Full Fare per Single Journey</b>	Unchanged
<b>Vehicle Allocation</b>	17 Double-deckers

<b>Route</b>	<b>X970</b>
<b>Terminating Points</b>	South Horizons to Cheung Sha Wan (Kom Tsun Street)
<b>Service Hours</b>	Unchanged
<b>Routeing</b>	<u>From South Horizons :</u> Yi Nam Road, South Horizon Drive, Ap Lei Chau Bridge Road, Aberdeen Praya Road, Shek Pai Wan Road, Pok Fu Lam Road, Hill Road flyover, Connaught Road West, Western Harbour Crossing, West Kowloon Highway, Lin Cheung Road, Cherry Street, Cherry Street roundabout, Cherry Street, Cherry Street underpass, Cherry Street, Argyle Street, Reclamation Street, Mong Kok Road, Nathan Road, Cheung Sha Wan Road, <b><u>Tung Chau West Street, Castle Peak Road and Kom Tsun Street.</u></b>
<b>Full Fare per Single Journey</b>	Unchanged
<b>Vehicle Allocation</b>	Unchanged

- To tie in with the above proposed route extension, NWFB will introduce the following new free Octopus bus-bus interchange concessions scheme to bring convenience to passengers travelling to and from the area around So Uk:

<b>First leg journey</b>	<b>Destination</b>	<b>Fare</b>	<b>Second leg journey</b>	<b>Destination</b>	<b>Fare</b>	<b>Discount</b>	<b>Total fare</b>	<b>Interchange point</b>
<b>Cheung Sha Wan (Kom Tsun Street) bound</b>								
970X	Cheung Sha Wan	\$11.7/ \$10.4	970, 796C or 796E	So Uk	\$6.1/ \$4.8	\$6.1/ \$4.8	\$11.7/ \$10.4 (unchanged)	Pei Ho Street
X970	Cheung Sha Wan	\$14.3/ \$11.7/ \$6.1	970, 796C or 796E	So Uk	\$6.1/ \$4.8	\$6.1/ \$4.8	\$14.3/ \$11.7/ \$6.1 (unchanged)	Pei Ho Street
<b>Aberdeen bound</b>								
970, 796E or 796C	Cyberport / Tseung Kwan O	\$11.7/ \$10.5/ \$4.8#	970X	Aberdeen	\$11.7	\$11.7/ \$10.5/ \$4.8	\$11.7 (unchanged)	Prince Edward Station

# For Tseung Kwan O-bound trips of Route No. 796C, a section fare of \$4.8 is charged for the section from So Uk to King Tai Street.

- In addition, NWFB will introduce the following new free Octopus bus-bus interchange concessions scheme to bring convenience to the passengers of Route No. 970 travelling

between Cybeport / Wah Fu and Cheung Sha Wan Business Area:

<b>First leg journey</b>	<b>Destination</b>	<b>Fare</b>	<b>Second leg journey</b>	<b>Destination</b>	<b>Fare</b>	<b>Discount</b>	<b>Total fare</b>	<b>Interchange point</b>
<b>Cheung Sha Wan (Kom Tsun Street) bound</b>								
970	So Uk	\$11.7/ \$10.4	970X or X970	Cheung Sha Wan	\$6.1	\$6.1	\$11.7/ \$10.4 (unchanged)	Pei Ho Street
<b>Cyberport bound</b>								
970X	Aberdeen	\$11.7	970	Cyberport	\$11.7	\$11.7/	\$11.7 (unchanged)	Prince Edward Station

### **Advantages**

- The extended Route Nos. 970X and X970 can provide passengers in Southern District with direct bus service to and from Cheung Sha Wan Business Area.
- It will save the need for passengers to make interchange for bus routes to and from Southern District and Cheung Sha Wan Business Area, thereby saving their time for making interchange.

### **Arrangement after the service adjustment**

- In light of the proposed route extension, new bus stops will be provided on Cheung Sha Wan Road for Route Nos. 970X and X970. In parallel, the existing bus stops between Tonkin Street near Cheung Sha Wan Station and So Uk (Kowloon bound) and those between So Uk and Fuk Wing Street (Hong Kong Island bound) will be cancelled. The details are tabulated below.

<b>Kowloon bound (Route Nos. 970X / X970)</b>	
<b>New bus stops to be provided</b>	<b>Bus stops to be cancelled</b>
1. Cheung Sha Wan Road outside Trade Square	1. Tonkin Street near Cheung Sha Wan Station
2. Cheung Sha Wan Road near Cheung Sha Wan Path	2. Po On Road outside Po Hei Court
3. Cheung Sha Wan (Kom Tsun Street) Bus Terminus	3. Cheung Fat Street outside Begonia House, So Uk Estate
	4. So Uk Bus Terminus

<b>Hong Kong Island bound (Route No. 970X)</b>	
<b>New bus stops to be provided</b>	<b>Bus stops to be cancelled</b>
1. Cheung Sha Wan (Kom Tsun Street) Bus Terminus 2. Cheung Sha Wan Road near Cheung Wah Street 3. Cheung Sha Wan Road near Cheung Sha Wan Station 4. Cheung Sha Wan Road near Tonkin Street 5. Cheung Sha Wan Road near Yen Chow Street	1. So Uk Bus Terminus 2. Kwong Lee Road outside S.K.H. Kei Oi Primary School 3. Tonkin Street near Shun Ning Road 4. Castle Peak Road near Camp Street 5. Yen Chow Street near Fuk Wing Street

- After the extension, around 655 passengers may make use of the free Octopus bus-bus interchange concessions schemes mentioned above to travel to the area around So UK. Other passengers may take following bus services to the area around So Uk directly. Details are tabulated below:

**Existing passengers of Route No. 970X**

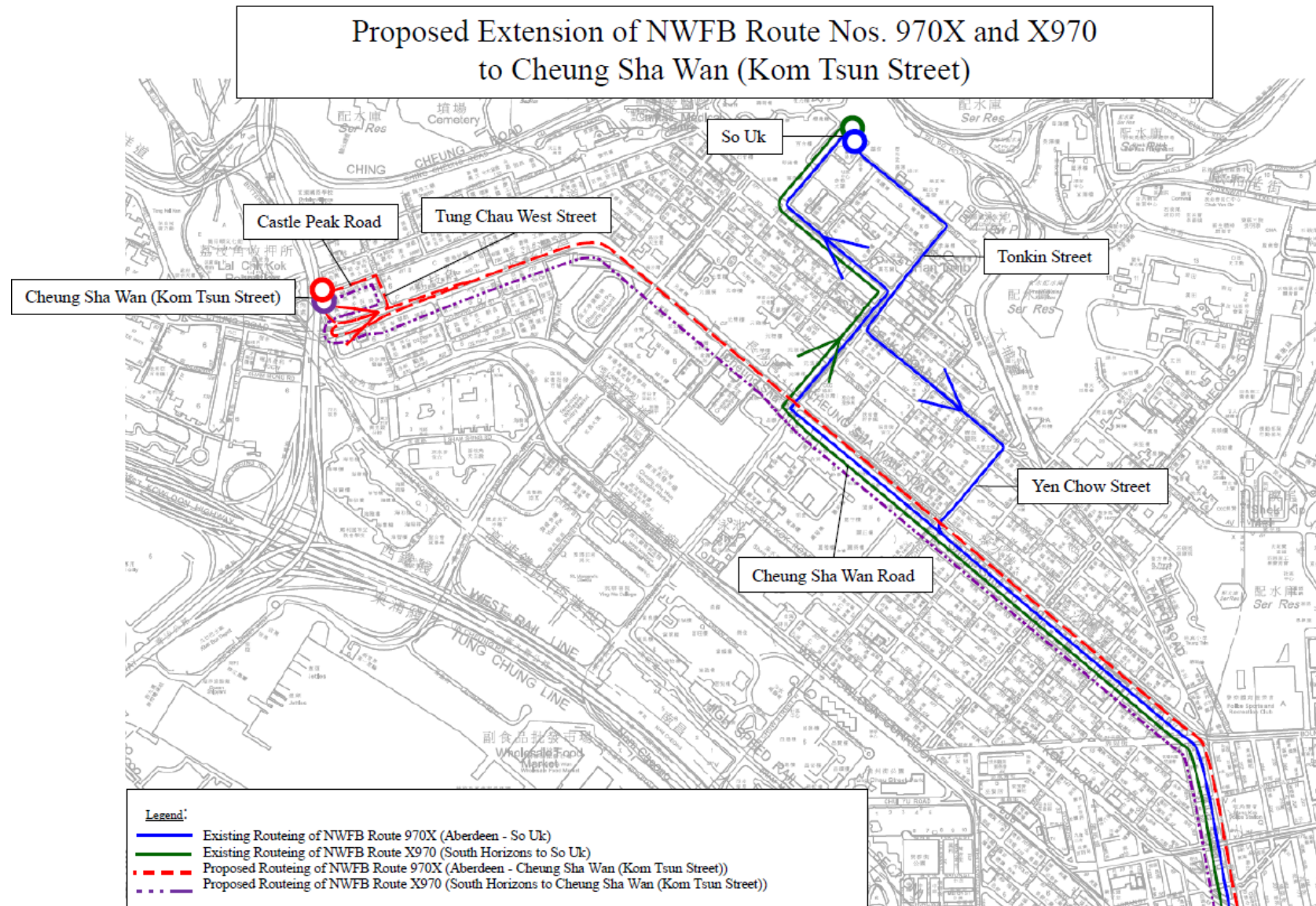
<b>Origin</b>	<b>Destination</b>	<b>Alternative service / bus stop</b>	<b>Fare</b>
<b>Cheung Sha Wan (Kom Tsun Street) bound</b>			
Hong Kong Island	Tonkin Street, Po On Road and So Uk	To take Route No. 970X, get off at Trade Square and head to the area around Tonkin Street	\$11.7/ \$10.4 (remain unchanged)
		To interchange from Route No. 970X to Route Nos. 796C, 796E or 970	
Kowloon		Route Nos. 796C, 796E or 970	\$6.1/ \$5.5/ \$4.8 (remain unchanged)
<b>Aberdeen bound</b>			
So Uk, Tonkin Street and Castle Peak Road	Pei Ho Street to Pok Fu Lam Village	Route No. 970	\$11.7 (remain unchanged)
	Chi Fu to Aberdeen	To walk to Yen Chow Street and take Route No. 970X	
		To interchange from Route Nos. 796C, 796E or 970 to Route No. 970X	

<b>Origin</b>	<b>Destination</b>	<b>Alternative service / bus stop</b>	<b>Fare</b>
Fuk Wing Street	Pei Ho Street to Aberdeen	To walk to Pei Ho Street and take Route No. 970X	

**Existing passengers of Route No. X970**

<b>Origin</b>	<b>Destination</b>	<b>Alternative service / bus stop</b>	<b>Fare</b>
South Horizons to Fife Street	Tonkin Street, Po On Road and So Uk	To take Route No. X970, get off at Trade Square and head to the area around Tonkin Street	\$14.3/ \$11.7/ \$6.1 (remain unchanged)
		To interchange from Route No. X970 to Route Nos. 796C, 796E or 970	
Fife Street to So Uk		Route Nos. 796C, 796E or 970	\$6.1/ \$5.5/ \$4.8 (remain unchanged)

**Proposed implementation date**3<sup>rd</sup> Quarter 2020



**Proposed Relocation of the Terminating Point and  
Adjustment of the routing of CTB Route no. 40M****Existing Operation Details**

<b>Route</b>	<b>40M</b>
<b>Terminating Points</b>	Wah Fu (North) – Admiralty (Government Headquarters)
<b>Service Hours</b>	<p><u>From Wah Fu (North):</u> Mondays to Saturdays (except public holidays) 6.06 a.m. – 10.57 p.m.</p> <p>Sundays and public holidays 6.10 a.m. – 10.50 p.m.</p> <p><u>From Admiralty (Government Headquarters):</u> Mondays to Saturdays (except public holidays) 6.42 a.m. – 11.42 p.m.</p> <p>Sundays and public holidays 6.45 a.m. – 11.45 p.m.</p>
<b>Morning Peak Hour Frequency</b>	15 – 20 minutes
<b>Full Fare per Single Journey</b>	\$5.7
<b>Patronage</b>	Maximum occupancy in the peakiest one hour: 41%
<b>Vehicle Allocation</b>	6 Double-deckers

**The Proposal**

- The current terminating point of Route no. 40M in the northern shore of Hong Kong Island is located at Admiralty (Government Headquarters). It operates via Gloucester Road and Harbour Road to Wah Fu (North) and its connecting areas does not reach the commercial areas of Wan Chai and Admiralty.
- In order to provide the bus service connecting to the commercial areas of Wan Chai and Admiralty from Mid-levels/Southern District, and to better utilize bus resources, this Department proposes to relocate the terminating point of Route no. 40M and adjust both bounds' routing. It is proposed that:
  - the terminating point at Admiralty (Government Headquarters) be relocated to Wan Chai North Temporary Public Transport Interchange;
  - the Wan Chai-bound routing be diverted via Hung Hing Road in lieu of Convention Avenue; the Wah Fu-bound routing be diverted via Hennessy Road and Queensway in lieu of Gloucester Road; and
  - the frequencies of its departures from Wah Fu (North) after morning peak hours and its departures from Wan Chai North Temporary Public Transport Interchange throughout the day be slightly adjusted to tie in with the extended routing and longer journey time. The frequency be adjusted from 15 - 24 minutes to 17 - 30 minutes, with the frequency of departures from Wah Fu (North) during morning peak hours to remain unchanged.

- Details of the proposal are as follows:

<b>Route</b>	<b>40M</b>
<b>Terminating Points</b>	Wah Fu (North) - Wan Chai North Temporary Public Transport Interchange
<b>Routeing</b>	<p><u>From Wah Fu (North):</u> Wah Fu Road, Shek Pai Wan Road, Pok Fu Lam Road, flyover, Bonham Road, Caine Road, Upper Albert Road, Garden Road, Queen's Road Central, Des Voeux Road Central, Ice House Street, Chater Road, Murraby Road, Queensway, Hennessy Road, Fleming Road, Convention Avenue and <b><u>Hung Hing Road</u></b>.</p> <p><u>From Wan Chai North Temporary Public Transport Interchange:</u> <b><u>Hung Hing Road, Convention Avenue, Fleming Road, flyover, Fleming Road, Hennessy Road, Queensway, Queen's Road Central</u></b>, D'Aguilar Street, Wellington Street, Lyndhurst Terrace, Hollywood Road, Arbuthnot Road, Caine Road, Bonham Road, Pok Fu Lam Road, Shek Pai Wan Road and Wah Fu Road.</p>
<b>Service Hours</b>	Unchanged
<b>Morning Peak Hour Frequency</b>	15 – 20 minutes
<b>Full Fare per Single Journey</b>	Unchanged
<b>Vehicle Allocation</b>	Unchanged

- To tie in with the proposed relocation to Wan Chai North Temporary Public Transport Interchange of Route no. 40M, it is proposed that the frequencies of Route no. 40 from Wah Fu (North) after morning peak hours and its departures from Wan Chai North Temporary Public Transport Interchange throughout the day be adjusted slightly. The frequency be adjusted from 14 – 25 minutes to 20 – 30 minutes and the departures from Wah Fu (North) during morning peak hours should remain unchanged.

### **Advantages**

- By diverting the routeings of Route no. 40M for both bounds via the commercial areas such as Queensway and Hennessy Road, etc., the coverage of its connection between Central to Mid-levels/Southern District and the above areas can be strengthened.
- By relocating the terminating point of Route. 40M to Wan Chai North Temporary Public Transport Interchange and diverting its Wah Fu-bound routeing via Hennessy Road and Queensway, Route nos. 40M and 40 can be operated with combined frequency to help shorten the waiting time of passengers. Passengers in Wan Chai and Admiralty may take route no. 40 or 40M in the vicinity of Queensway and Hennessy Road to travel to Central to Mid-levels and Southern District by enhancing the headway from 20 minutes to 15 minutes in the combined headway.

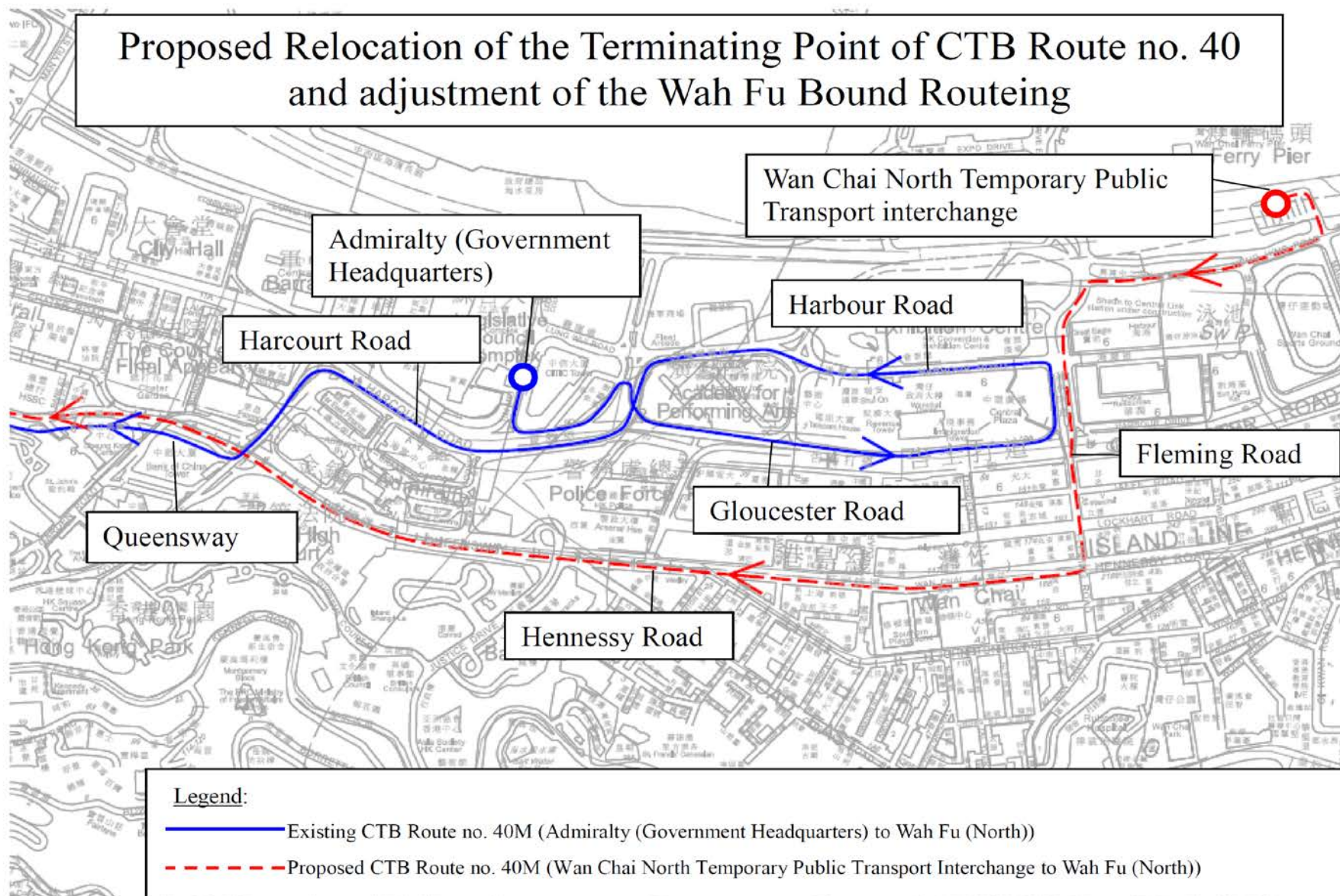


**Arrangement after the Service Adjustment**

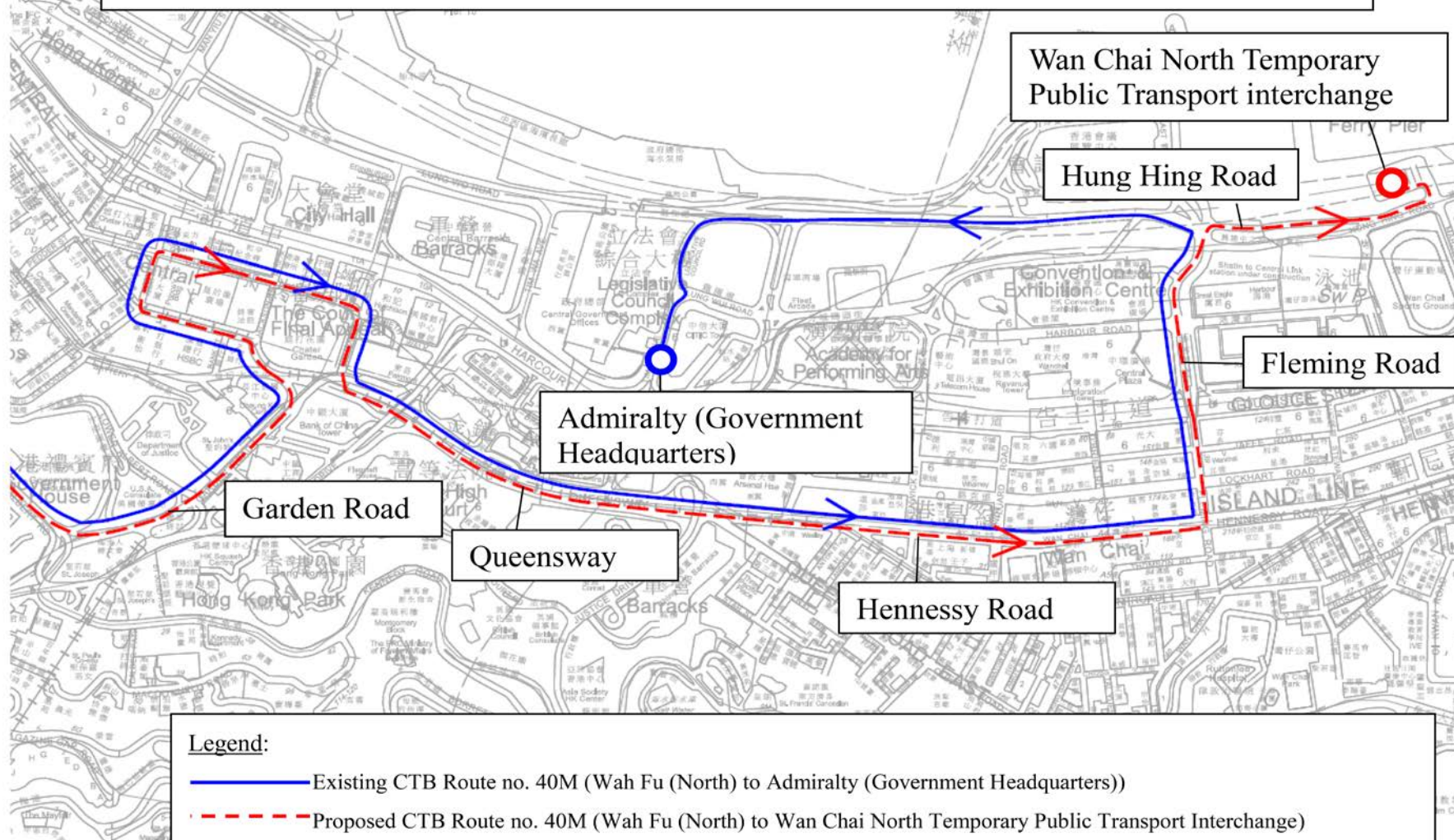
- Owing to the proposed relocation of the terminating point and adjustment of routing of Route no. 40M, new bus stops will be arranged on Convention Avenue, Hennessy Road and Queensway; the existing bus stops at Admiralty (Government Headquarters), Gloucester Road and Harbour Road will be cancelled. Passengers may use the new bus stops arranged on Hennessy Road and Queensway to travel to and from Admiralty and Wan Chai.

**Proposed Implementation Date**

3<sup>rd</sup> Quarter 2020



## Proposed Relocation of the Terminating Point of CTB Route no. 40 and adjustment of the Wan Chai Bound Routeing





## Proposed Adjustment of the Routeing and Service of CTB Route no. 75

### Existing Operation Details

<b>Route</b>	<b>75</b>
<b>Terminating Points</b>	Shum Wan Road Public Transport Terminus – Central (Exchange Square)
<b>Service Hours</b>	<u>From Shum Wan Road Public Transport Terminus:</u> Daily 5.10 a.m. to 11.30 p.m.  <u>From Central (Exchange Square):</u> Daily 5.45 a.m. to 12.00 midnight
<b>Morning Peak Hour Frequency</b>	15 – 30 minutes
<b>Full Fare per Single Journey</b>	\$5.1
<b>Patronage</b>	Maximum occupancy in the peakiest one hour: 62%
<b>Vehicle Allocation</b>	5 Double-deckers

### The Proposal

- Currently, the patronage of Route no. 75 is persistently on the lower side as a result of the long journey time. This Department proposes to re-route Route no. 75 to provide residents of Sham Wan with faster bus services to and from Central and improve its operation efficiency. It is proposed that:
  - the routeing of Central-bound service be diverted via Gloucester Road, Harcourt Road and Connaught Road Central in lieu of Hennessy Road and Queensway;
  - the routeing of Sham Wan-bound service be diverted via Harcourt Road and Gloucester Road in lieu of Queensway, Hennessy Road, Johnston Road and Wan Chai Road during the morning peak hours on Mondays to Saturdays; and
  - the frequency be adjusted to tie in with the above diversion arrangements and to cope with the passenger demand.
- Details of the proposal are as follows:

<b>Route</b>	<b>75</b>
<b>Terminating Points</b>	Shum Wan Road Public Transport Terminus – Central (Exchange Square)
<b>Routeing</b>	<u>From Shum Wan Road Public Transport Terminus:</u> Shum Wan Road, Wong Chuk Hang Temporary Bus Terminus, Nam Long Shan Road, Wong Chuk Hang Road, Aberdeen Tunnel, <b><u>Canal Road flyover, Gloucester Road, Harcourt Road, Connaught Road Central</u></b> , Pedder Street, Connaught Place and Harbour View Street.

	<p><u>From Central (Exchange Square)*:</u> Before 9 a.m. on Mondays to Saturdays Connaught Road Central, Harcourt Road, <b><u>Gloucester Road, Canal Road flyover</u></b>, Aberdeen Tunnel, Wong Chuk Hang Road, Nam Long Shan Road, Wong Chuk Hang Temporary Bus Terminus, Nam Long Shan Road and Shum Wan Road.</p> <p><i>* Only stop at Harcourt Road near Central Government Offices, Aberdeen Tunnel Toll Plaza and Chan Pak Sha School near Nam Long Shan Road.</i></p> <p><u>From Central (Exchange Square):</u> Before 9 a.m. on Mondays to Saturdays Unchanged</p>
<b>Service Hours</b>	<p><u>From Shum Wan Road Public Transport Terminus:</u> Unchanged</p> <p><u>From Central (Exchange Square):</u> Daily 5.50 a.m. to 12.00 midnight</p>
<b>Morning Peak Hour Frequency</b>	20 – 30 minutes
<b>Full Fare per Single Journey</b>	Unchanged
<b>Vehicle Allocation</b>	4 Double-deckers

### **Advantages**

- The proposal can shorten the journey time of the bus service from Shum Wan to Central and improve operation efficiency. The diversion via Canal Road Flyover and Gloucester Road will avoid passing through congested road sections, e.g. the slow lane of Aberdeen Tunnel exit in Wan Chai and Queen's Road Central, and it is estimated that about 20 minutes can be saved in the journey time, meaning passengers travelling to Wan Chai and Central can enjoy faster bus services.
- As the re-routed routeings will avoid passing through congested road sections, the en-route service frequency can become more stable.

### **Arrangement after the Service Adjustment**

- Owing to the proposal of re-routeing Central-bound service of Route no. 75, new bus stops will be arranged on Inner Gloucester Road and Connaught Road Central to replace the existing bus stops on Morrison Hill Road, Hennessy Road, Queensway and Pedder Street. At the same time, owing to the proposal of re-routeing Shum Wan-bound service during morning peak hours, it will only observe the new bus stop arranged on Harcourt Road, the existing bus stops at Aberdeen Tunnel Toll Plaza and Chan Pak Sha School near Nam Long Shan Road during the concerned period; other existing bus stops in Wan Chai and Southern District will be suspended. The bus stop arrangement is tabulated below:

<b>Central Bound</b>	
<b>New Bus Stops</b>	<b>Bus Stops to be cancelled</b>
1. Luard Road near Gloucester Road 2. Fenwick Road near Gloucester Road 3. Statue Square near Connaught Road Central	1. Lap Tak Lane near Morrison Hill Road 2. CNT Tower near Hennessy Road 3. Hennessy Road Government Primary School near Hennessy Road 4. Southorn Playground near Hennessy Road 5. Anton Street 6. Pacific Place near Queensway 7. Bank of China Tower near Queensway 8. Pedder Street
<b>Shum Wan Bound (Before 9 a.m. on Mondays to Saturdays)</b>	
<b>New Bus Stops</b>	<b>Bus Stops to be suspended</b>
1. Central Government Officers near Harcourt Road	1. City Hall near Connaught Road Central 2. Admiralty Station 3. Arsenal Street near Hennessy Road 4. Southorn Playground near Johnston Road 5. Heard Street near Wan Chai Road 6. Tin Lok Lane near Wan Chai Road 7. Happy Valley Racecourse near Morrison Hill Road 8. Wong Chuk Hang Recreation Ground near Wong Chuk Hang Road 9. Yip Hing Street near Wong Chuk Hang Road 10. Nam Long Shan Road Cooked Food Market near Nam Long Shan Road

- About 820 passengers can continue to use Route no. 72A or re-routed Route no. 75 to Wan Chai Tin Lok Lane area and Central; about 80 passenger traveling from Shum Wan to Admiralty and about 160 passengers from Central and Wan Chai to Shum Wan may use the bus-bus interchange concessions at the Aberdeen Tunnel Toll Plaza to take different bus routes to access their destinations. Other passengers traveling between Wong Chuk Hang and Wan Chai and Central can use Route nos. 37A and 90. Passengers' alternatives are tabulated below:

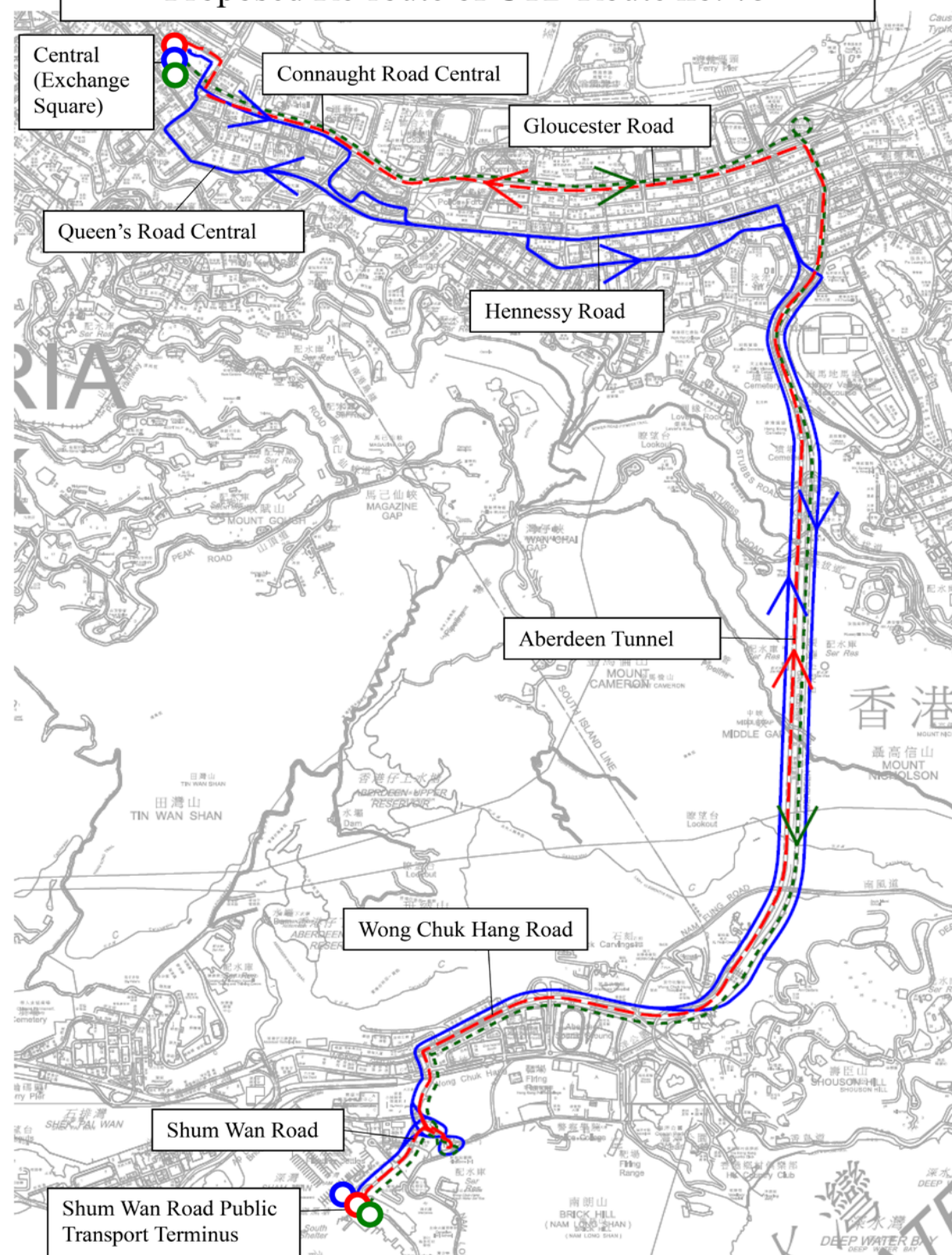
<b>Origin</b>	<b>Destination</b>	<b>Alternative</b>	<b>Fare of alternative</b>
<b>Central (Exchange Square) Bound</b>			
Shum Wan	Wan Chai (Lap Tak Lane and CNT Tower)	Route no. 72A (alight at Lap Tak Lane and Marsh Road)	Decreased from \$5.1 to \$4.8
	Wan Chai and Central	Route no. 75	\$5.1 (remain unchanged)
	Admiralty	Route nos. 72A/75 interchange with Route nos. 37A/90	

<b>Shum Wan Bound (Before 9 a.m. on Mondays to Saturdays)</b>			
Between Central and Wan Chai	Shum Wan	Route nos. 37X/90 interchange with Route nos. 72A/75	\$5.1 (remain unchanged)

**Proposed Implementation Date**

3<sup>rd</sup> Quarter 2020

# Proposed Re-route of CTB Route no. 75



## Legend:

- Existing CTB Route no. 75 (Shum Wan Road Public Transport Terminus – Central (Exchange Square))
- - - Proposed CTB Route no. 75 (Shum Wan Road Public Transport Terminus to Central (Exchange Square))
- ..... Proposed CTB Route no. 75 (Central (Exchange Square) to Shum Wan Road Public Transport Terminus) (Before 9 a.m.)



## Proposed Adjustment of the Routeing and Service of CTB Route no. 97

### Existing Operation Details

<b>Route</b>	<b>97</b>
<b>Terminating Points</b>	Lei Tung Estate—Central (Exchange Square)
<b>Service Hours</b>	<p><u>From Lei Tung Estate:</u> Daily 5.30 a.m. to 12.00 midnight</p> <p><u>From Central (Exchange Square):</u> Mondays to Saturdays 6.20 a.m. to 12.30 a.m.</p> <p>Sundays and public holidays 6.24 a.m. to 12.30 a.m.</p>
<b>Morning Peak Hour Frequency</b>	10—20 minutes
<b>Full Fare per Single Journey</b>	\$5.1
<b>Patronage</b>	Maximum occupancy in the peakiest one hour: 58%
<b>Vehicle Allocation</b>	10 Double-deckers

### The Proposal

- Currently, the patronage of Route no. 97 is persistently on the lower side as a result of the long journey time. This Department proposes to re-route Route no. 97 to provide residents of Lei Tung Estate with faster bus services to and from Central and improve its operation efficiency. It is proposed that:
  - the routeing of Central-bound service be diverted via Gloucester Road, Harcourt Road and Connaught Road Central in lieu of Hennessy Road and Queensway;
  - the routeing of Lei Tung Estate-bound service be diverted via Harcourt Road and Gloucester Road in lieu of Queensway, Hennessy Road, Johnston Road and Wan Chai Road during the morning peak hours on Mondays to Saturdays; and
  - the frequency be adjusted to tie in with the above diversion arrangements and to cope with the passenger demand.
- Details of the proposal are as follows:

<b>Route</b>	<b>97</b>
<b>Terminating Points</b>	Lei Tung Estate—Central (Exchange Square)
<b>Routeing</b>	<p><u>From Lei Tung Estate:</u> Lei Tung Estate Road, Ap Lei Chau Drive, Ap Lei Chau Bridge Road, Wong Chuk Hang Road, Wong Chuk Hang Road flyover, Wong Chuk Hang Road, Aberdeen Tunnel, <b><u>Canal Road flyover, Gloucester Road,</u></b></p>

	<p><b><u>Harcourt Road, Connaught Road Central</u></b>, Pedder Street, Connaught Place and Harbour View Street.</p> <p><u>From Central (Exchange Square):</u> Before 9 a.m. on Mondays to Saturdays Connaught Road Central, Harcourt Road, <b><u>Gloucester Road, Canal Road flyover</u></b>, Aberdeen Tunnel, Wong Chuk Hang Road, Wong Chuk Hang Road flyover, Ap Lei Chau Bridge Road, Ap Lei Chau Drive, Lei Tung Estate Road.</p> <p><i>* Only stop at Harcourt Road near Central Government Offices, Aberdeen Tunnel Toll Plaza and Yip Hing Street near Wong Chuk Hang Road.</i></p> <p><u>From Central (Exchange Square):</u> Before 9 a.m. on Mondays to Saturdays Unchanged</p>
<b>Service Hours</b>	Unchanged
<b>Morning Peak Hour Frequency</b>	20 – 30 minutes
<b>Full Fare per Single Journey</b>	Unchanged
<b>Vehicle Allocation</b>	8 Double-deckers

- Moreover, to facilitate passengers travelling from Southern District to the area around Tin Lok Lane upon the rationalisation of Route no. 96, a new bus stop will be provided on Hennessy Road near Marsh Road for the route's Causeway Bay-bound service.

### **Advantages**

- The proposal can shorten the journey time of the bus service from Shum Wan to Central and improve operation efficiency. The diversion via Canal Road Flyover and Gloucester Road will avoid passing through congested road sections, e.g. the slow lane of Aberdeen Tunnel exit in Wan Chai and Queen's Road Central, and it is estimated that as much as 20 minutes can be saved in the journey time, meaning passengers travelling to Wan Chai and Central can enjoy faster bus services.
- As the re-routed routeings will avoid passing through congested road sections, the en-route service frequency can become more stable.

### **Arrangement after the Service Adjustment**

- Owing to the proposal of re-routeing Central-bound service of Route no. 97, new bus stops will be arranged on Inner Gloucester Road and Connaught Road Central to replace the existing bus stops on Morrison Hill Road, Hennessy Road, Queensway and Pedder Street. At the same time, owing to the proposal of re-routeing Lei Tung Estate-bound service during morning peak hours, it will only observe the new bus stop arranged on Harcourt Road, the existing bus stops at Aberdeen Tunnel Toll Plaza and Yip Hing Street near Wong Chuk Hang Road during the

concerned period; other existing bus stops in Wan Chai and Southern District will be suspended. The bus stop arrangement is tabulated below:

<b>Central Bound</b>	
<b>New Bus Stops</b>	<b>New Bus Stops</b>
1. Luard Road near Gloucester Road 2. Fenwick Road near Gloucester Road 3. Statue Square near Connaught Road Central	1. Lap Tak Lane near Morrison Hill Road 2. CNT Tower near Hennessy Road 3. Hennessy Road Government Primary School near Hennessy Road 4. Southorn Playground near Hennessy Road 5. Anton Street 6. Pacific Place near Queensway 7. Bank of China Tower near Queensway 8. Pedder Street
<b>Shum Wan Bound (Before 9 a.m. on Mondays to Saturdays)</b>	
<b>New Bus Stops</b>	<b>Bus Stops to be suspended</b>
1. Central Government Officers near Harcourt Road	1. City Hall near Connaught Road Central 2. Admiralty Station 3. Arsenal Street near Hennessy Road 4. Southorn Playground near Johnston Road 5. Heard Street near Wan Chai Road 6. Tin Lok Lane near Wan Chai Road 7. Happy Valley Racecourse near Morrison Hill Road 8. Wong Chuk Hang Recreation Ground near Wong Chuk Hang Road 9. Victory Factory Building near Wong Chuk Hang Road 10. Hong Kong True Light College near Lei Tung Estate Road

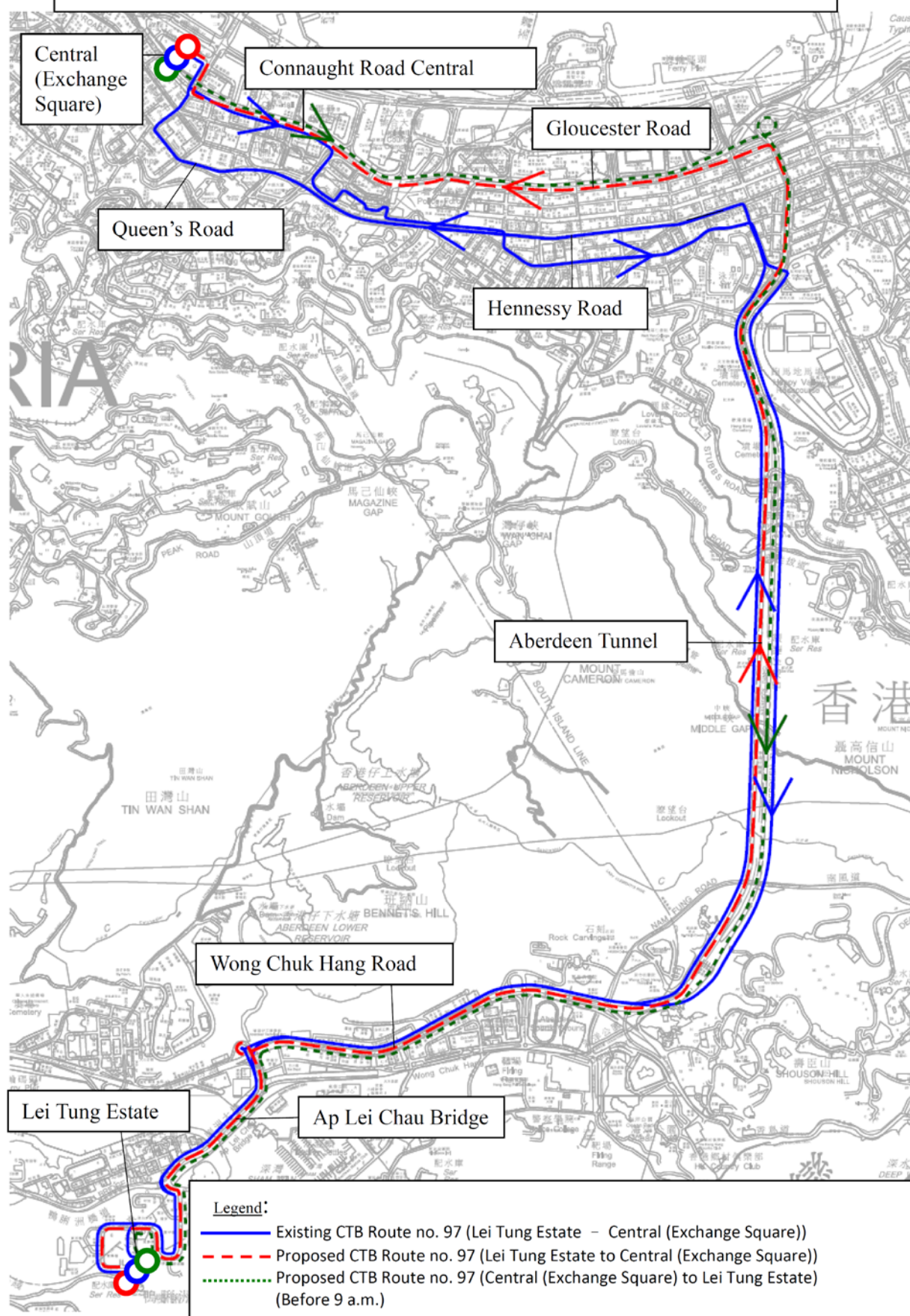
- About 1,200 passengers can continue to use Route no. 96 or re-routed Route no. 97 to Wan Chai Tin Lok Lane area and Central; about 100 passenger traveling from Lei Tung Estate to Admiralty and about 60 passengers from Central and Wan Chai to Lei Tung Estate may use the bus-bus interchange concessions at the Aberdeen Tunnel Toll Plaza to take different bus routes to access their destinations. Other passengers traveling between Wong Chuk Hang and Wan Chai and Central can use Route nos. 37A and 90. Passengers' alternatives are tabulated below:

<b>Origin</b>	<b>Destination</b>	<b>Alternative</b>	<b>Fare of alternative</b>
<b>Central (Exchange Square) Bound</b>			
Lei Tung	Wan Chai (Lap Tak Lane and CNT Tower)	Route no. 96 (alight at Lap Tak Lane and Marsh Road)	\$5.1 (remain unchanged)

	Wan Chai and Central	Route no. 97	
	Admiralty	Route nos. 96/97 interchange with Route nos. 37A/90	
Lei Tung Bound (Before 9 a.m. on Mondays to Saturdays)			
Between Central and Wan Chai	Lei Tung	Route nos. 37X/90 interchange with Route nos. 96/97	\$5.1 (remain unchanged)

**Proposed Implementation Date**3<sup>rd</sup> Quarter 2020

# Proposed Re-routing of CTB Route no. 97



**Proposed Service Adjustment of CTB Route no. 260****Existing Operation Details**

<b>Route</b>	<b>260</b>
<b>Terminating Points</b>	Stanley Village – Central (Exchange Square)
<b>Service Hours</b>	<p><u>From Stanely Village:</u> Mondays to Saturdays (except public holidays) 6.30 a.m. – 11.40 p.m.</p> <p>Sundays and public holidays 8.00 a.m – 11.40 p.m.</p> <p><u>From Central (Exchange Square):</u> Mondays to Saturdays (except public holidays) 7.12 a.m. – 12.02 a.m.</p> <p>Sundays and public holidays 8.10 a.m. – 12.00 midnight</p>
<b>Morning Peak Hour Frequency</b>	15 – 20 minutes
<b>Full Fare per Single Journey</b>	\$11.4
<b>Patronage</b>	Maximum occupancy in the peakiest one hour: 74%
<b>Vehicle Allocation</b>	5 Double-deckers

**The Proposal**

- The service areas of Route no. 260 generally overlaps with that of Route no. 6. In addition, its patronage shows a drastic decrease after the evening peak hours, with the average and maximum hourly occupancy rates being only 17% and 26% respectively, indicating that the bus resources have not been utilised effectively.
- It is proposed to adjust the route's last departure time of both bounds to 8 p.m. Details of the proposal are as follows:

<b>Route</b>	<b>260</b>
<b>Terminating Points</b>	Stanley Village – Central (Exchange Square)
<b>Service Hours</b>	<p><u>From Stanely Village:</u> Mondays to Saturdays (except public holidays) 6.30 a.m. – 8.00 p.m.</p> <p>Sundays and public holidays 8.00 a.m – 8.00 p.m.</p>

	<b>From Central (Exchange Square):</b> Mondays to Saturdays (except public holidays) 7.12 a.m. – 8.00 p.m.  Sundays and public holidays 8.10 a.m. – 8.00 p.m.
<b>Routeing</b>	Unchanged
<b>Morning Peak Hour Frequency</b>	Unchanged
<b>Full Fare per Single Journey</b>	Unchanged
<b>Journey Time</b>	Unchanged
<b>Vehicle Allocation</b>	Unchanged

- To tie in with the adjustment to the service timetable of route no. 260, the bus company will offer the following new Octopus bus-bus interchange concessions at San Wai, Wong Chuk Hang and the Aberdeen Tunnel Toll Plaza. The details are tabulated below:

First leg journey	Destination	Fare	Second leg journey	Destination	Fare	Discount	Total Fare
<b>Stanley Bound (interchange at San Wai, Wong Chuk Hang)</b>							
Route Nos. 70/75/90/97	Southern District	\$5.1	Route No. 73	Stanley (alight before Repulse Bay Beach)	\$6.2	\$4.2	\$7.1
<b>Central Bound (interchange at Aberdeen Tunnel Toll Plaza)</b>							
Route No. 73	Cyberport (board before Repulse Bay Beach)	\$4.2 — \$4.7	Route Nos. 70/75/90/97	Central	\$5.1	\$2.2 — \$2.7	\$7.1

### **Arrangement after the Service Adjustment**

- About 380 passengers who take Route no. 260 travelling between Central and Stanley after 8.00 p.m. can use Route no. 6, which charges a lower fare or use the above newly-provided Octopus bus-bus interchange concessions to access their destinations. Passengers' alternatives are tabulated below:

Origin	Destination	Alternative	Fare of Alternative
Central (Exchange Square) Bound			
Between Stanley and Repulse Bay Beach	Between Wan Chai and Central	Route no. 6	Decreased from \$11.4 to \$8.5
Between Repulse Bay Beach and Wong Chuk Hang		Route no. 73 interchange Route nos. 70/75/90/97	Decreased from \$7.1 – \$11.4 to \$7.1 – \$11.3
Between Stanley and Repulse Bay/Wong Chuk Hang		Route nos. 6/73	\$3.7 (remain unchanged)
Stanley Bound			
Between Wan Chai and Central	Between Wong Chuk Hang and Repulse Bay Beach	Route nos. 70/75/90/97 interchange Route no. 73	Decreased from \$7.1 – \$11.4 to \$7.1 – \$11.3
	Between Repulse Bay Beach and Stanley	Route no. 6	Decreased from \$11.4 to \$8.5
Between Wong Chuk Hang/ Repulse Bay to Stanley		Route nos. 6/73	Decreased from \$2.9 – \$7.1 to \$2.9 – \$6.2

**Proposed Implementation Date**3<sup>rd</sup> Quarter 2020



**Proposed Service Adjustments of Route nos. 973 and 73****Existing Operation Details**

<b>Route</b>	<b>973</b>	<b>73</b>
<b>Terminating Points</b>	Stanley – Tsim Sha Tsui East (Mody Road)	Stanley Village – Cyberport/Wah Fu (North)
<b>Service Hours</b>	<p><u>From Stanley:</u> Mondays to Fridays (except public holidays) 6.55 a.m. to 10.05 p.m.</p> <p>Saturdays (except public holidays) 7.05 a.m. to 10.05 p.m.</p> <p>Sundays and public holidays 8.05 a.m. to 10.05 p.m.</p> <p><u>From Tsim Sha Tsui East (Mody Road):</u> Mondays to Saturdays (except public holidays) 8.30 a.m. to 10.05 p.m.</p> <p>Sundays and public holidays 8.00 a.m. to 10.05 p.m.</p>	<p><u>From Stanley:</u> Daily 6.20 a.m. to 11.45 p.m.</p> <p><u>From Wah Fu (North):</u> Daily 5.30 a.m. to 8.00 a.m.</p> <p><u>From Cyberport:</u> Daily 8.10 a.m. to 11.03 p.m.</p>
<b>Morning Peak Hour Frequency</b>	15 – 30 minutes	13 – 20 minutes
<b>Full Fare per Single Journey</b>	\$14.5	\$6.2
<b>Patronage</b>	Maximum occupancy in the peakiest one hour: 58%	Maximum occupancy in the peakiest one hour: 89%
<b>Vehicle Allocation</b>	4 Double-deckers	6 Double-deckers

**The Proposal**

- The occupancy rate of Route no. 973 during the busiest one hour of the day is about 60% only and its occupancy rate after 7 p.m. slides to only 9% to 24%, meaning the use of bus resources is not effective.
- Currently, both bounds of Route no. 973 is travelling via Tung Tau Wan Road and Stanley Prison, but the number of passengers boarding and alighting on such road sections is very small, accounting for only about 5% of the daily patronage and has lengthened the journey time.
- This Department proposes to adjust the service of the concerned route to improve its operation efficiency and better utilise the bus resource. It is proposed that:

**Route no. 973**

- the headway in the whole day be adjusted to 30 minutes;
- the last departure time for both bounds be adjusted to 7 p.m.; and
- the routeings for both bounds be adjusted to omit Tung Tau Wan Road and Stanley Prison, and new bus-bus interchange concessions be provided in parallel.

- Details of the proposal are as follows:

<b>Route</b>	<b>973</b>
<b>Terminating Points</b>	Stanley – Tsim Sha Tsui East (Mody Road)
<b>Routeing</b>	<p><u>From Stanley:</u> Stanley Village Road, Carmel Road, Ma Hang Estate Public Transport Interchange, Carmel Road, Cape Road, Chung Hom Kok Road, Stanley Gap Road, Repulse Bay Road, Island Road, Wong Chuk Hang Road, Aberdeen Praya Road, Shek Pai Wan Road, Pok Fu Lam Road, Second Street, Water Street, Connaught Road West, Western Harbour Crossing, West Kowloon Highway, Jordan Road Bridge, Jordan Road, Wui Man Road, Wui Cheung Road, Canton Road, Kowloon Park Drive and Salisbury Road.</p> <p><u>From Tsim Sha Tsui East (Mody Road):</u> Mody Road, Chatham Road South, Salisbury Road, Hong Chong Road, Hong Tat Path, Cheong Wan Road, Chatham Road South, Salisbury Road, Kowloon Park Drive, Canton Road, Salisbury Road, Kowloon Park Drive, Canton Road, Jordan Road, Lin Cheung Road, West Kowloon Highway, Western Harbour Crossing, flyover, Connaught Road West, Western Street, Queen's Road West, Pok Fu Lam Road, Shek Pai Wan Road, Aberdeen Praya Road, Aberdeen Main Road, Wong Chuk Hang Road, Island Road, Repulse Bay Road, Stanley Gap Road, Chung Hom Kok Road, Cape Road, Carmel Road, Ma Hang Estate Public Transport Interchange, Carmel Road, Stanley Village Road.</p>
<b>Service Hours</b>	<p><u>From Stanley:</u> Mondays to Saturdays (except public holidays) 7.00 a.m. to 7.00 p.m.</p> <p>Sundays and public holidays 8.00 a.m. to 7.00 p.m.</p> <p><u>From Tsim Sha Tsui East (Mody Road):</u> Mondays to Saturdays (except public holidays) 8.30 a.m. to 7.00 p.m.</p> <p>Sundays and public holidays 8.00 a.m. to 7.00 p.m.</p>
<b>Morning Peak Hour Frequency</b>	30 minutes
<b>Full Fare per Single Journey</b>	Unchanged
<b>Vehicle Allocation</b>	Unchanged

**Route no. 73**

- Currently, there are passengers of Route. 973 traveling to/from Ma Hang Estate. To tie in with the adjustment to the last departure times of Route no. 973 and meeting the travelling needs of Ma Hang Estate's passengers, it is proposed that departures of both bounds of Route no. 73 be diverted via Chung Hom Kok and Ma Hang after 7 p.m. daily; and
  - The frequency of the departures from Cyberport during morning peak hours be adjusted to 20 – 30 minutes and the departures from Stanley Village be adjusted to 20 – 30 minutes.
- Details of the proposal are as follows:

<b>Route</b>	<b>73 [Departures after 7 p.m.]</b>
<b>Terminating Points</b>	Stanley Village – Cyberport
<b>Routeing</b>	<p><u>From Stanley Village:</u> Stanley Village Road, <b><u>Stanley Gap Road Interchange, Stanley Village Road, Carmel Road, Cape Road, Chung Hom Kok Road, Repulse Bay Road</u></b>, Island Road, Wong Chuk Hang Road, Aberdeen Praya Road, Shek Pai Wan Road, Wah Fu Road, Wah King Street, Wah Hong Street, Victoria Road, Cyberport Road and Information Crescent.</p> <p><u>From Cyberport:</u> Information Crescent, Cyberport Road, Victoria Road, Wah Hong Street, Wah King Street, Wah Fu Road, Shek Pai Wan Road, Aberdeen Praya Road, Aberdeen Main Road, Wong Chuk Hang Road, Island Road, Repulse Bay Road, <b><u>Chung Hom Kok Road, Cape Road, Carmel Road, Stanley Village Road, Stanley Gap Road Interchange, Stanley Village Road</u></b>, Tung Tau Wan Road and Stanley Village Road.</p>
<b>Service Hours</b>	Unchanged
<b>Full Fare per Single Journey</b>	Unchanged
<b>Full Fare per Single Journey</b>	Unchanged
<b>Vehicle Allocation</b>	5 Double-deckers

- To tie in with the above proposed re-routeing, the bus company will offer the following new Octopus bus-bus interchange concessions:

First leg journey	Destination	Fare	Second leg journey	Destination	Fare	Discount	Total Fare	Interchange location
<b>Combination 1 : For passengers travelling between Tung Tau Wan Road and Kowloon</b>								
Route nos. 6,6X,260,73	Stanley	\$2.9	Route no. 973	Tsim Sha Tsui	\$14.5	\$2.9	\$14.5	Stanley Village

First leg journey	Destination	Fare	Second leg journey	Destination	Fare	Discount	Total Fare	Interchange location
Route no. 973	Stanley	\$14.5/6.5/5.1	Route nos. 6,6X,260,73	Stanley	\$2.9	\$2.9	\$14.5/6.5/5.1	
Combination 2 : For passengers travelling between Stanley and Kowloon after the operating hours of Route no. 937								
(i) To Kowloon								
Route no. 73	Cyberport	\$6.2	Route no. 970	So Uk	\$11.7	\$3.4	\$14.5	Wah Fu Road
			Route no. 970X					Aberdeen Praya Road
(ii) To Stanley								
Route no. 970	Cyberport	\$11.7	Route no. 73	Stanley	\$6.2	\$3.4	\$14.5	Wah Fu Road
Route no. 970X	Aberdeen							Shek Pai Wan Road

### **Advantage**

- Kowloon-bound passengers boarding Route no. 973 at Stanley Village can save approximately 5 minutes in the journey time.

### **Arrangement after the Service Adjustment**

- Owing to the proposed re-routeing of Route no. 973 which omit Tung Tau Wan Road and Stanley Prison, about 180 passengers boarding and alighting at the above road sections can use the newly introduced Octopus bus-bus interchange concessions (Combination 1) travelling between Tung Tau Wan Road and Stanley Prison.
- Owing to the proposed adjustment of the last departure times about 390 passengers using Route no. 973 after 7 p.m. can use the newly introduced Octopus bus-bus interchange concessions (Combination 2) travelling between Kowloon and Stanley. Passengers can also use the re-routed Route no. 73 to travel between Ma Hang Estate and the Southern District. Passengers' alternatives are tabulated below:

### **Kowloon bound of Route no. 973**

Origin	Destination	Alternative	Fare of alternative
<b>Omitting Tung Tau Wan Road and Stanley Prison</b>			
Boarding at Tung Tau Wan Road		Route nos. 6/6X/260/73 interchange with Route no. 973	\$14.5

Adjusting the last departure times			
Stanley, Repulse Bay and Deep Water Bay	Tsim Sha Tsui	Route no. 73 interchange with MTR	\$17.2
Chung Hom Kok and Ma Hang		Route no. 6 interchange with MTR	\$18.5
Wong Chuk Hang		MTR	\$12.3
Between Aberdeen and Sai Ying Pun and Western Harbour Crossing		Route nos. 970/970X interchange with MTR	\$10.7 – \$16.3
Stanley, Repulse Bay, Deep Water Bay and Wong Chuk Hang	Western Harbour Crossing	Route no. 73 interchange with Route nos. 970/970X	\$14.9 – \$17.9
Chung Hom Kok and Ma Hang		Route nos. 6/73 interchange with Route nos. 914/970/970X	\$17.6 – \$17.9
Aberdeen, Pok Fu Lam Road and Sai Ying Pun		Route nos. 970/970X	\$11.7/\$10.4
Stanley, Repulse Bay and Deep Water Bay	Repulse Bay, Deep Water Bay, between Wong Chuk Hang and Wah Fu	Route no. 73	\$2.9 – \$6.2
Chung Hom Kok and Ma Hang			\$6.2
Stanley, Chung Hom Kok, Ma Hang, Repulse Bay, Deep Waer Bay and Wong Chuk Hang San Wai	Pok Fu Lam Road and Sai Ying Pun	Route no. 73 interchange with Route nos. 7/71	\$9.9 – \$11.9
Wong Chuk Hang, Aberdeen and Pok Fu Lam Road		Route nos. 7/71	\$5.7/\$4.5

### Stanley bound of Route no. 973

Origin	Destination	Alternative	Fare of alternative
<b>Omitting Tung Tau Wan Road and Stanley Prison</b>			
Alighting at Tung Tau Wan Road		Route no. 973 interchange with Route nos. 6/6X/260/73	\$14.5/6.5/ 5.1 (remain unchanged)
<b>Adjusting the last departure times</b>			
Tsim Sha Tsui	Stanley, Repulse Bay and Deep Water Bay	MTR interchange with Route no. 73	\$17.0 – \$18.5

	Chung Hom Kok and Ma Hang	MTR interchange with Route nos. 6/73	\$18.5
	Wong Chuk Hang	MTR	\$12.3
	Western Harbour Crossing and between Sai Ying Pun and Aberdeen	MTR interchange with Route nos. 970/970X	\$16.3
Western Harbour Crossing	Wong Chuk Hang, Repulse Bay, Deep Water Bay and Stanley	Route nos. 970/970X interchange with Route no. 73	\$13.9—\$14.5
	Chung Hom Kok and Ma Hang	Route nos. 914/970/970X interchange with Route nos. 6/73	\$14.5—\$17.6
	Sai Ying Pun, Pok Fu Lam Road and Aberdeen	Route nos. 970/970X	\$11.7
Between Wah Fu and Wong Chuk Hang, Repulse Bay and Deep Water Bay	Stanley, Repulse Bay and Deep Water Bay	Route no. 73	\$2.9—\$6.2
	Chung Hom Kok and Ma Hang		\$4.2—\$4.9
Sai Ying Pun and Pok Fu Lam Road	Wong Chuk Hang San Wai, Deep Water Bay, Repulse Bay, Chung Hom Kok, Ma Hang and Stanley	Route nos. 7/71 interchange with Route no. 73	\$10.5—\$11.9
	Pok Fu Lam Road, Aberdeen and Wong Chuk Hang	Route nos. 7/71	\$4.3—\$5.7

**Proposed Implementation Date**

3<sup>rd</sup> Quarter 2020

