

(Translation)

C&W DC T&TC Paper No. 43/2013

**Central and Western District Council
Traffic and Transport Committee**

**Public Transport Re-organisation Plans to tie in with the
Commissioning of the West Island Line and South Island Line (East)**

Purpose

This paper briefs Members on the public transport re-organisation plans (“PT Plans”) to tie in with the commissioning of the West Island Line (“WIL”) and the South Island Line (East)(“SIL(E)”) in 2014 and 2015 respectively and seeks their views on the plans.

Introduction

2. Our railway network is the backbone of Hong Kong's public transport system. It carries over 4.5 million passengers per day, accounting for about 40% of all public transport passenger trips. The development of rail transport not only can significantly speed up passenger flow, but also alleviate road traffic congestion and reduce vehicle-induced air pollution. The development potential of areas along the railway lines can also be unleashed to facilitate economic development. Therefore, our long-term planning for public transport will revolve around a railway-based network complemented by bus services. Other transport modes including public light buses, trams, taxis and non-franchised buses will continue to supplement the services provided by railways and franchised buses.

3. With the successive completion of the WIL and the SIL(E) in 2014 and 2015 respectively, the public transport capacity of the Western and Southern Districts will be greatly enhanced. The passengers’ travel pattern in the districts is also expected to change. Some of the passengers currently taking franchised buses, green minibuses (“GMBs”) or other road-based transport

modes to interchange with the MTR system will be able to reach the new stations directly on foot. The change in passenger demand will create more room to rationalise bus and GMB routes. As in the past, prior to the commissioning of new railways, the Transport Department (“TD”) will co-ordinate different public transport services, with a view to providing the public with reasonable choices of transport modes at affordable fares on the one hand, while utilising public transport resources effectively and enhancing network efficiency on the other.

4. With the implementation of the PT Plans, we aim to make adjustments to the bus and GMB services based on the passengers’ travel pattern. Apart from taking advantage of less duplicated and more direct and convenient bus and GMB services, passengers may also benefit from having access to new bus and GMB feeders to new railway stations, some with reduced fares. The spared bus and GMB capacity can be allocated to routes with increasing demand inside or outside the districts, thereby reducing the number of buses and GMBs for better utilisation of public transport resources.

5. Clean air and good traffic conditions are valuable assets in sustaining our long-term development. Through adjusting road traffic, the proposed PT Plans will help improve the environment, relieve road congestions and mitigate the problem of air pollution. Subject to local support and implementation of the proposed bus route rationalisation plans, it is expected that upon the commissioning of the two new railways, our environment can be improved with reduced roadside emissions from buses.

WIL and SIL(E)

6. Upon completion in 2014 and 2015 respectively, the WIL and the SIL(E) will provide residents in the Western and Southern Districts with a fast and reliable railway service. Passengers of the two new railways can make use of the existing railway network and various interchanging stations to reach different parts of the territory.

WIL

7. The WIL is a 3-km extension of the existing Island Line from Sheung Wan Station to Kennedy Town with two intermediate stations at Sai Ying Pun and near the University of Hong Kong. It is expected to be commissioned in 2014 and its alignment is shown at Annex 1. Linked with the Island Line, the WIL will provide a direct railway service along the northern shore of the Hong Kong Island from Kennedy Town on the west to Chai Wan on the east. This will not only enable residents in the Western District to have direct access to the MTR network, but also provide convenient pedestrian passages between the Western Mid-levels and the waterfront at Des Voeux Road West through the unpaid zones within station premises, thereby reducing the demand for road-based transport between the Western Mid-Levels and the northern shore of Hong Kong Island. Moreover, the WIL will significantly enhance the overall public transport capacity of the Western District on Hong Kong Island and greatly shorten the journey time from the Western District to other areas on Hong Kong Island and in Kowloon. According to the information provided by the MTR Corporation Limited (“MTRCL”), the estimated journey time from the future Kennedy Town Station to Sheung Wan Station is only about 8 minutes; while that to Causeway Bay Station is only about 13 minutes.

SIL(E)

8. The SIL(E) is a 7-km long railway line running between Admiralty and South Horizons in Ap Lei Chau with three intermediate stations at Ocean Park, Wong Chuk Hang and Lei Tung. It is expected to commence operation in 2015 and its alignment is shown at Annex 2. Upon commissioning of the SIL(E), passengers may interchange for the existing Island Line, Tsuen Wan Line and the future Shatin to Central Link at Admiralty Station which will be expanded. This will greatly enhance the connectivity of the Southern District with the northern shore of Hong Kong Island. Moreover, this railway line will provide residents in the Southern District with a speedy and comfortable public transport service and relieve the existing bottlenecks and congestion problems at major trunk roads in the district, such as Aberdeen Tunnel. According to the information provided by the MTRCL, the estimated journey time from the future Ocean Park Station and South Horizons Station to Admiralty Station are only about 4 and 11 minutes respectively.

Considerations in Devising the PT Plans

9. The PT Plans have been developed having regard to a basket of factors including:

- the sustainable transport policy of adopting railway network as the backbone of the local public transport system. Under the policy, transport modes such as franchised buses and GMBs should provide efficient feeder services to supplement railway services which have higher carrying capacity;
- the maintenance of healthy competition among public transport services in order to achieve a highly efficient and co-ordinated public transport service network;
- the provision of reasonable transport choices in public transport arrangement that match with the changing demand for different public transport services;
- the provision of pedestrian facilities and feeder services, etc. to ensure good connectivity of the railway stations for easy access by passengers;
- the maintenance of the operational and financial viability of franchised bus and GMB service networks; and
- the reduction of road-based traffic congestion and emission to improve the environment.

10. In the light of the above factors, we propose to rationalise the existing bus and GMB services to ensure that the public transport system can meet the changes in passengers' travel pattern and maintain efficient operation. Re-organisation items include the provision of new feeder services to new railway stations, extension of existing routes or service improvement. As for those bus routes that overlap with railway lines or are expected to have significant loss of passengers, they will be adjusted through means such as route alternation, frequency adjustment and route amalgamation/cancellation.

Proposed PT Plans

11. Specific proposals under the PT Plans for the Central and Western District to tie in the commissioning of the WIL and the SIL(E) are elaborated in **Annex 3**.

Implementation Procedures

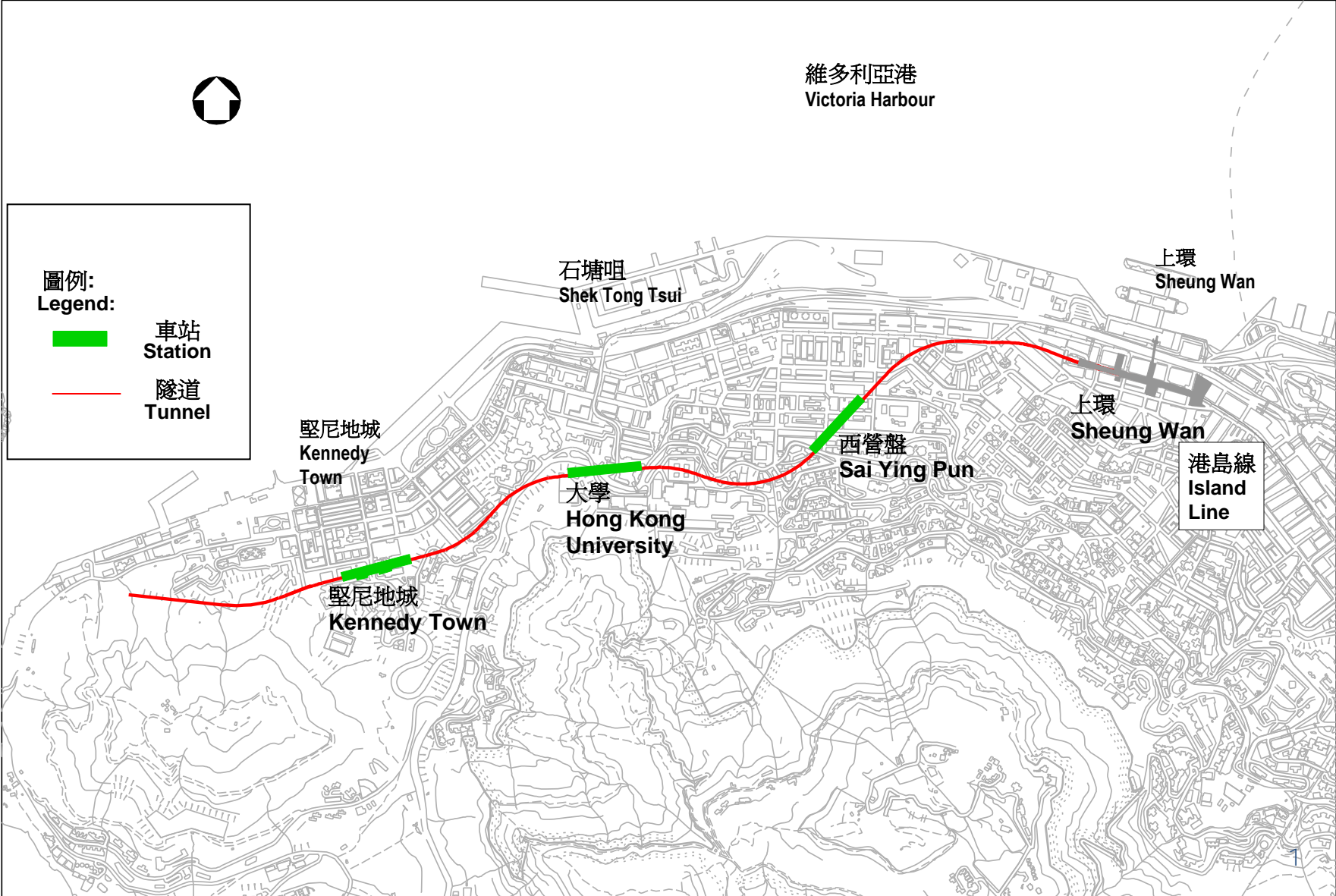
12. To allow the public to adapt more easily to the new traffic arrangements, the TD will adopt a phased and progressive approach for the smooth implementation of the PT plans. We will not cancel any bus service or implement any large-scale service change immediately on the first day when the WIL and the SIL(E) are open to the public. Instead, we will closely monitor any change in the passengers' travel demand upon the commissioning of the new railways and implement service adjustments in phases where necessary. Before implementation of the changes, we will launch extensive publicity in collaboration with the relevant public transport operators to familiarise the passengers with such changes.

Advice Sought

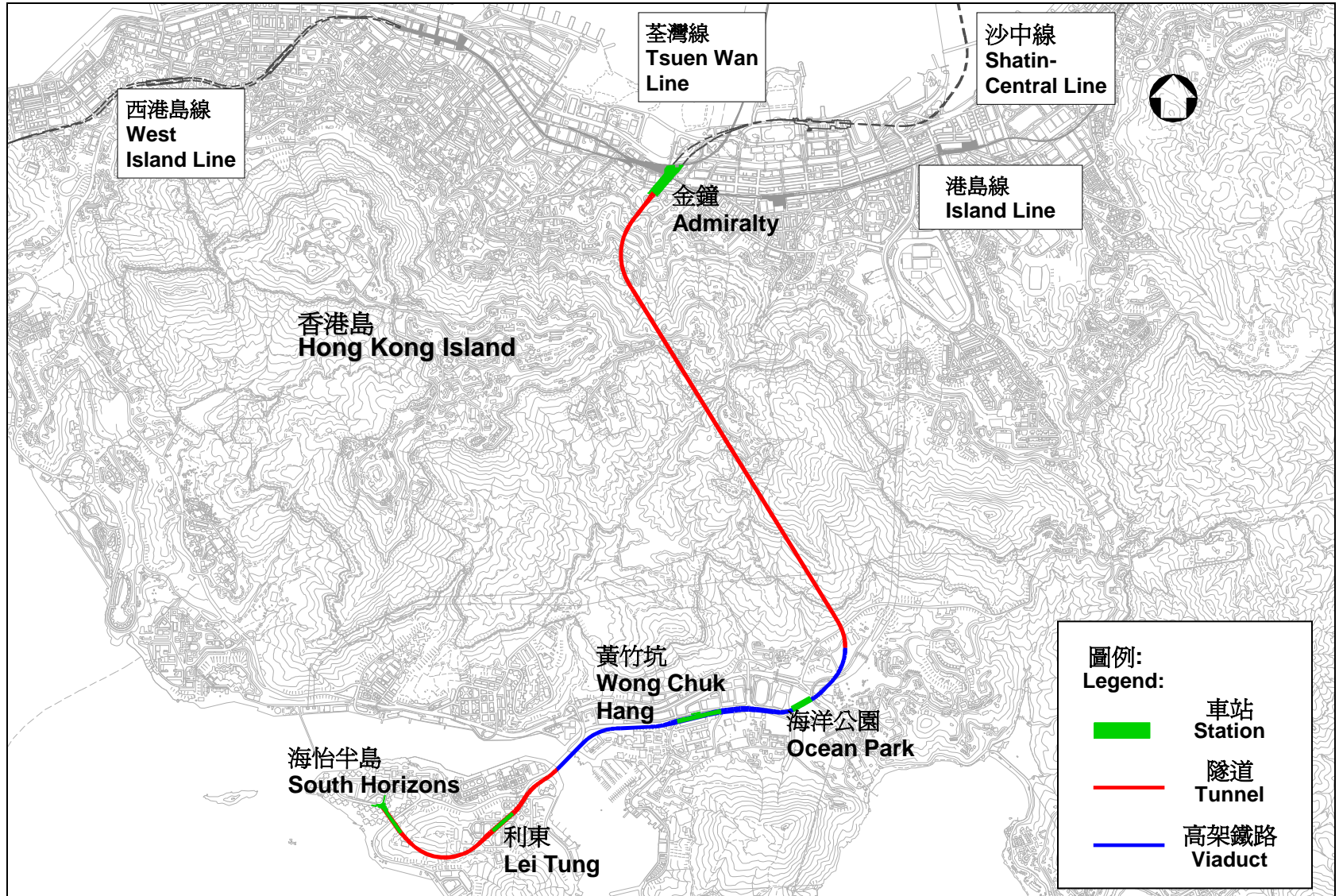
13. Members are invited to comment on the proposed PT plans for the Central and Western District to tie in with the commissioning of the WIL and the SIL(E).

Transport Department
July 2013

West Island Line (WIL)



South Island Line (East) (SIL(E))



(1) Central and Western District – Public Transport Re-organisation Plans to tie in with the Commissioning of the West Island Line

A. Franchised Bus Service

(I) Proposed Re-organisation Packages

1. Re-organisation of CTB 1, 5 and 5X

Route	Origin-Destination	Existing Peak Headway (minutes)	Proposed Arrangements	Vehicle Change
CTB 1	Kennedy Town – Happy Valley (Upper)	6- 12	[Concerned areas in Central and Western District: Mount Davis, Kennedy Town, Shek Tong Tsui, Sai Ying Pun, Sheung Wan and Central]	-2
CTB 1P (Proposed morning peak only supplementary service)	Happy Valley (Wong Nai Chung Road) – Central Market	5 trips during morning peak hours on Mondays to Fridays (except Saturdays and public holidays)	Due to overlapping of the service areas of these routes, it is proposed to re-organise them in which CTB 5 and the morning peak only supplementary service 5P and 5S will be amalgamated with CTB 1 and 5X. Meanwhile, it is proposed to extend CTB 1 [Kennedy Town – Happy Valley (Upper)] to Felix Villas for serving its residents. The bus company has also proposed to offer a new Bus-Bus Interchange (BBI) concession to passengers of this route and CTB 10 [Kennedy Town – North Point Ferry] under which free interchange will be offered on the second leg of the journey to facilitate residents of Mount Davis plying to and from Causeway Bay/Tin Hau.	+4
CTB 5 and supplementary service 5S Sai Ying Pun (Centre Street) – Wan Chai (Queen’s Road East/ Wong Nai Chung Road) (From 7:10 am to 9:00 am)	Felix Villas – Causeway Bay (Whitfield Road)	12-20	To meet changes in ridership, it is also proposed to introduce CTB 1P to operate 5 trips during morning peak hours from Happy Valley (Wong Nai Chung Road) to Central Market on Mondays to Fridays (except Saturdays and public holidays). The coordinated headway of the route and CTB 1 will be about 6 minutes (see Appendix 1).	-19
CTB 5X and supplementary service 5P (Kennedy Town – Wan Chai Ferry Pier) (2 morning trips)	Kennedy Town – Causeway Bay (Whitfield Road)	7-20	In addition, it is proposed to divert CTB 5X (Causeway Bay bound) via Sai Chung Street North, Shing Sai Road, Route 4 and Rumsey Street flyover before resuming	+2

Route	Origin-Destination	Existing Peak Headway (minutes)	Proposed Arrangements	Vehicle Change
			<p>the original route at Man Kwong Street in order to operate on a faster route. The frequency will be enhanced subject to changes in ridership.</p> <p>Apart from CTB 1 and 5X, residents plying between Western District and Central/Wan Chai/Causeway Bay may also use the following bus services:</p> <ul style="list-style-type: none"> ● CTB 5B [Kennedy Town – Causeway Bay(Cir.)] ● CTB 10 [Kennedy Town – North Point Ferry] ● NWFB 18P [Kennedy Town (Belcher Bay) – North Point Ferry /Healthy Street Central] ● NWFB 18X [Kennedy Town (Belcher Bay) – Shau Kei Wan] (commissioned on 14 July 2013) 	

2. Re-organisation of CTB 5B and 5C

Route	Origin-Destination	Existing Peak Headway (minutes)	Proposed Arrangements	Vehicle Change
CTB 5B	Kennedy Town – Causeway Bay (Cir.)	6-15	[Concerned areas in Central and Western District: Kennedy Town, Shek Tong Tsui, Sai Ying Pun, Sheung Wan and Central]	0
CTB 5C	Shek Tong Tsui (Queen’s Road West) – Wan Chai (Luard Road)	From 7:00 am to 9:00 am on Mondays to Saturdays (except public holidays)	<p>Due to overlapping of the service areas of these two routes, it is proposed to re-organise them in which CTB 5C (morning peak only service) will be amalgamated with CTB 5B. [see Appendix 2]</p> <p>Apart from CTB 5B, passengers plying between Western District and Central/Wan Chai may also use the following bus services:</p> <ul style="list-style-type: none"> ● CTB 1 [Kennedy Town – Happy Valley (Upper)] (proposed to be extended to Mount Davis) ● CTB 5X [Kennedy Town – Causeway Bay (Whitfield Road)] ● CTB 10 [Kennedy Town – North 	-3

Route	Origin-Destination	Existing Peak Headway (minutes)	Proposed Arrangements	Vehicle Change
			Point Ferry] ● NWFB 18P [Kennedy Town (Belcher Bay) – North Point Ferry/ Healthy Street Central] ● NWFB 18X [Kennedy Town (Belcher Bay) – Shau Kei Wan] (commissioned on 14 July 2013)	

3. Re-organisation of NWFB 2 and 18

Route	Origin-Destination	Existing Peak Headway (minutes)	Proposed Arrangements	Vehicle Change
NWFB 2	Sai Wan Ho (Grand Promenade) – Central (Macau Ferry)	12-20 (starting from 14 July 2013)	[Concerned areas in Central and Western District: Kennedy Town, Shek Tong Tsui, Sai Ying Pun, Sheung Wan and Central]	-4
NWFB 18	Kennedy Town (Belcher Bay) – North Point (Healthy Street Central) (terminal point at Belcher Bay relocated to Sai Ying Pun starting from 14 July 2013)	5-15	Due to overlapping of the service areas of these routes, it is proposed to re-organise them in which NWFB 18 will be amalgamated with NWFB 2, 18P and 18X (commissioned on 14 July 2013). Meanwhile, it is proposed to take forward the following arrangements: <ul style="list-style-type: none"> ● To divert NWFB 2 (both bounds) via Fenwick Pier Street and Harbour Road and omit Gloucester Road; and ● To divert NWFB 18P (North Point bound) via Gloucester Road, Causeway Road and King's Road. <u>The frequency will be enhanced</u> subject to changes in ridership. [see Appendix 3] 	-10
NWFB 18P (supplementary service)	Kennedy Town (Belcher Bay) – North Point (Healthy Street Central)	8-20	Passengers plying between Western District and Wan Chai/ Causeway Bay/ North Point may also use the following bus services: <ul style="list-style-type: none"> ● CTB 5B [Kennedy Town – Causeway Bay (Cir.)] ● CTB 10 [Kennedy Town – North Point Ferry] 	+5
NWFB 18X (supplementary service)	Kennedy Town (Belcher	20		0

Route	Origin-Destination	Existing Peak Headway (minutes)	Proposed Arrangements	Vehicle Change
(commissioned on 14 July 2013)	Bay) – Shau Kei Wan			

4. Re-organisation of CTB 3B & 12M and NWFB 13

Route	Origin-Destination	Existing Peak Headway (minutes)	Proposed Arrangements	Vehicle Change
CTB 3B	Pokfield Road – Central (Man Kat Street Bus Terminus)	15-20	[Concerned areas in Central and Western District: Mid-Levels, Central and Sheung Wan]	-4
CTB 12M	Admiralty (Tamar Street) – Park Road (Cir.)	10-13	Due to overlapping of the service areas of these routes, it is proposed to re-organise them in which CTB 3B and NWFB 13 will be amalgamated with CTB 12M. [see Appendix 4]	0
NWFB 13	Kotewall Road – Central (City Hall)	12-14	<p>Apart from CTB 12M, passengers plying between Mid-Levels and Central may also use the following bus services:</p> <ul style="list-style-type: none"> ● NWFB 23 [Pokfield Road – North Point Ferry]. The bus company has introduced a section fare of \$5.0 from Caine Road to Pokfield Road starting from 1 July 2013. ● CTB 12 [Central Ferry Piers – Robinson Road (Cir.)]. The bus company has proposed to offer a new BBI concession to passengers of CTB 12 and NWFB 2 under which they can travel between Mid-Levels and Sheung Wan at a fare of \$4.3, enjoying a discount of \$4.1. ● NWFB 4X [Wah Fu (South) – Central (Exchange Square)] ● CTB 7 [Shek Pai Wan – Central Ferry Piers] ● CTB 40M [Wah Fu (North) – Admiralty (Government Headquarters)] ● GMB 3 [Po Shan Road – Central (Hong Kong Station Public Transport Interchange)] and 3A [Conduit Road – Central (Hong Kong Station Public Transport Interchange)] 	-5

5. **Re-organisation of NWFB 43X and 46X ((Proposed new railway feeder service NWFB 43M)**

Route	Origin-Destination	Existing Peak Headway (minutes)	Proposed Arrangements	Vehicle Change
NWFB 43X	Wah Kwai Estate – Wan Chai (Harbour Road) (Cir.)	20/30	[Concerned areas in Central and Western District: Kennedy Town, Shek Tong Tsui, Sai Ying Pun, Mid-Levels (Pok Fu Lam Road), Sheung Wan and Central]	-4
NWFB 46X (Morning peak only service)	Tin Wan – Wan Chai (Harbour Road) (Cir.)	15/20 From 6:00 am to 9:00 am on Mondays to Saturdays (except public holidays)	Upon the commissioning of the West Island Line (WIL), it is expected that the passengers' travel pattern will change and more passengers will use feeder services to travel to and from new railway stations. Thus, it is proposed to amalgamate NWFB 43X and 46X and re-number the route to <u>NWFB 43M</u> [Tin Wan – Kennedy Town (Cir.)]. The re-numbered route will travel via Wah Fu, Pok Fu Lam Road, and Kennedy Town Station on Smithfield Road, with a proposed fare of \$5.3. It will provide feeder service for residents of the Southern District travelling to and from WIL railway stations. [see Appendix 5]	-3
NWFB 43M (Re-numbered service)	Tin Wan – Kennedy Town (Cir.)	12-15 (proposed headway)	<p>Passengers plying between Central and Western District and Wan Chai may use the following bus services:</p> <ul style="list-style-type: none"> ● CTB 5B [Kennedy Town – Causeway Bay (Cir.)] ● CTB 5X [Kennedy Town – Causeway Bay (Whitfield Road)] ● CTB 10 [Kennedy Town – North Point Ferry] ● NWFB 18P [Kennedy Town (Belcher Bay) – North Point Ferry/ Healthy Street Central] ● NWFB 18X [Kennedy Town (Belcher Bay) – Shau Kei Wan] (commissioned on 14 July 2013) ● CTB 40M [Wah Fu (North) – Admiralty (Government Headquarters)] (proposed to divert via Hennessy Road) 	+7

6. Re-organisation of NWFB 4 & 4X and CTB 7

Route	Origin-Destination	Existing Peak Headway (minutes)	Proposed Arrangements	Vehicle Change
NWFB 4	Wah Fu (South) – Central (Cir.)	20	[Concerned areas in Central and Western District: Mid-Levels (Pok Fu Lam Road), Sai Ying Pun, Sheung Wan and Central]	-3
NWFB 4X	Wah Fu (South) – Central (Exchange Square) (Cir.)	15	Due to overlapping of the service areas of these three routes, it is proposed to re-organise them in which NWFB 4 will be amalgamated with NWFB 4X and CTB 7. Meanwhile, it is proposed to divert CTB 7 (both bounds) via Wah Fu (South) to serve residents travelling between Central and Western District and Wah Fu/ Pok Fu Lam Road [see Appendix 6]	0
CTB 7	Shek Pai Wan – Central Ferry Piers	15-25		+1

7. Re-organisation of CTB 40 and 40M

Route	Origin-Destination	Existing Peak Headway (minutes)	Proposed Arrangements	Vehicle Change
CTB 40	Wah Fu (North) – Wan Chai Ferry Pier	10-15	[Concerned areas in Central and Western District: Mid-Levels and Central]	-9
CTB 40M	Wah Fu (North) – Admiralty (Government Headquarters)	10-20	<p>Due to overlapping of the service areas of these two routes, it is proposed to re-organise them in which CTB 40 will be amalgamated with CTB 40M. Meanwhile, it is proposed to divert CTB 40M (both bounds) <u>via Chi Fu (in Southern District) and via Hennessy Road and Queensway (in Wan Chai)</u> (At present, CTB 40M travels via Gloucester Road on its Wah Fu bound journeys). In addition, <u>the frequency of CTB 40M will be enhanced</u> subject to the actual demand of the passengers [see Appendix 7].</p> <p>Apart from CTB 40M, passengers plying between Mid-Levels and Central/Wan Chai may also use the following bus services:</p> <ul style="list-style-type: none"> ● NWFB 23 [Pokfield Road – North Point Ferry] ● CTB 12 [Central (Central Ferry Piers) – Robinson Road (Cir.)] 	+4

8. Re-organisation of CTB 70 and 70M

Route	Origin-Destination	Existing Peak Headway (minutes)	Proposed Arrangements	Vehicle Change
CTB 70	Aberdeen – Central (Exchange Square)	4-12	[Concerned areas in Central and Western District: Central]	+2
CTB 70M (Morning peak only service)	Wah Kwai – Admiralty Station (East)	15/30 From 7:05 am to 8:55 am on Mondays to Saturdays (except public holidays) [According to Route Development Programme, frequency reduction and conversion to unidirectional service will be implemented in the third quarter of 2013]	Due to overlapping of the service areas of these two routes, it is proposed to re-organise them in which CTB 70M (morning peak only service) will be amalgamated with CTB 70. Meanwhile, it is proposed to relocate the terminal point of CTB 70 to Wah Kwai and travel via Tin Wan and Aberdeen for enlargement of its service area [see Appendix 8].	-4

9. Re-organisation of CTB/KMB 103

Route	Origin-Destination	Existing Peak Headway (minutes)	Proposed Arrangements	Vehicle Change
CTB/KMB 103 and Supplementary Service 103P (Pokfield Road – Mong Kok (Yim Po Fong Street)) (2 morning trips)	Pokfield Road – Chuk Yuen Estate	8-18	[Concerned areas in Central and Western District: Mid-Levels and Central] Departures of CTB/KMB 103P are the special departures of CTB/KMB 103 during morning peak hours. Since the commissioning of WIL will take up a portion of passengers, it is proposed to amalgamate CTB/KMB 103P with	-2

Route	Origin-Destination	Existing Peak Headway (minutes)	Proposed Arrangements	Vehicle Change
			<p>CTB/KMB 103.</p> <p>Meanwhile, it is proposed to divert CTB/KMB 103 via Kowloon City and Tung Tau Estate for enlargement of its service area in light of the proposed cancellation of NWFB/KMB 113 (see below). [see Appendix 9]</p>	

(II) Proposed Cancellation of Routes

Route	Origin-Destination	Existing Peak Headway (minutes)	Road-based Alternative Public Transport Service	Vehicle Change
NWFB 23B	Park Road / Robinson Road – Braemar Hill	Mondays to Saturdays (except public holidays) morning and afternoon services	<p>[Concerned areas in Central and Western District: Mid-Levels and Central]</p> <p>Passengers plying between Mid-Levels and Wan Chai/ Eastern District may use the following bus services:</p> <ul style="list-style-type: none"> ● NWFB 23 [Pokfield Road – North Point Ferry] ● Interchange between NWFB 23 [Pokfield Road – North Point Ferry] and NWFB 25 [Central (Central Ferry Piers) – Braemar Hill (Cir.)]. The bus company has introduced a BBI interchange concession for passengers plying between Mid-Levels and Eastern District, with a total fare of \$6.9 which is equal to the current fare of NWFB 23B. ● Interchange between CTB 12 [Central (Central Ferry Piers) – Robinson Road (Cir.)] and NWFB 26 [Lai Tak Tsuen – Hollywood Road (Cir.)]. The bus company has introduced a BBI interchange concession for passengers plying between Mid-Levels and Eastern District, with a total fare of \$5.0 which is lower than the current fare of NWFB 23B starting from 14 July 2013. 	-3

Route	Origin-Destination	Existing Peak Headway (minutes)	Road-based Alternative Public Transport Service	Vehicle Change
NWFB/KMB 113	Kennedy Town (Belcher Bay Temporary Bus Terminus) – Choi Hung	6-15	<p>[Concerned areas in Central and Western District: Kennedy Town, Shek Tong Tsui, Sai Ying Pun, Sheung Wan and Central]</p> <p>Passengers plying between Central and Western District and Cross Harbour Tunnel/Kowloon City/Choi Hung may use the following bus services:</p> <ul style="list-style-type: none"> ● KMB/NWFB 101 [Kennedy Town – Kwun Tong (Yue Man Square)] ● KMB/CTB 103 [Pokfield Road – Chuk Yuen Estate] (re-route via Kowloon City and Tung Tau Estate) ● KMB/NWFB 104 [Kennedy Town – Pak Tin] ● KMB/NWFB 109 [Central (Macau Ferry) – Ho Man Tin] ● KMB/NWFB 111 [Central (Macau Ferry) – Ping Shek] (via Choi Hung) 	-22
CTB M47	Wah Fu (North) – Central (Hong Kong Station)	14-20	<p>[Concerned areas in Central and Western District: Mount Davis, Kennedy Town, Shek Tong Tsui, Sai Ying Pun, Sheung Wan and Central]</p> <p>Passengers plying between Central and Western District and Wah Fu/Victoria Road may use the following bus services:</p> <ul style="list-style-type: none"> ● NWFB 4X [Wah Fu (South) – Central (Exchange Square)] ● CTB 7 [Shek Pai Wan – Central (Central Ferry Piers)] ● NWFB 43M [Tin Wan – Kennedy Town Station] (proposed new railway feeder service) ● NWFB 971 [Aberdeen (Shek Pai Wan) – Hoi Lai Estate/ Nam Cheong Station] ● GMB 58/58A [Aberdeen (Wu Nam Street) – Kennedy Town] ● GMB 59 [Kennedy Town (North Street) – Shum Wan Road] 	-6

(III) Proposed Re-routing

Route	Origin-Destination	Existing Peak Headway (minutes)	Proposed Arrangements	Vehicle Change
CTB 71	Wong Chuk Hang – Central (Wing Wo Street) (Circular)	17/18	<p>[Concerned areas in Central and Western District: Mid-levels (Pok Fu Lam Road), Sai Ying Pun, Sheung Wan and Central]</p> <p>Upon the commissioning of the WIL, it is expected that more passengers from Southern District will use rail service travelling to and from Central district. Thus, it is proposed to truncate the northern end of the route from Central (Wing Wo Street) to Sai Ying Pun. The route will continue to operate as circular route [see Appendix 10].</p>	-1
KMB/NWFB 104	Kennedy Town – Pak Tin	5-12	<p>[Concerned areas in Central and Western District: Kennedy Town, Shek Tong Tsui, Sai Ying Pun, Sheung Wan and Central]</p> <p>Upon the commissioning of the WIL, it is expected that more passengers will use rail service travelling to and from Kowloon. Thus, it is proposed to truncate the southern end of the route from Kennedy Town to Central (Macau Ferry) [see Appendix 11].</p> <p>Passengers plying between Western District and Cross Harbour Tunnel/West Kowloon may also use the following bus services:</p> <ul style="list-style-type: none"> ● KMB/NWFB 904 [Kennedy Town – Lai Chi Kok] ● KMB/NWFB 905 [Wan Chai Ferry Pier – Lai Chi Kok] ● KMB/NWFB 101 [Kennedy Town – Kwun Tong (Yue Man Square)] 	-8

(IV) Proposed Frequency Reduction Subject to Changes in Ridership

Route	Origin-Destination	Existing Peak Headway (minutes)	Concerned Areas in Central and Western District	Vehicle Change
CTB 10	Kennedy Town – North Point Ferry	6-15	Kennedy Town, Shek Tong Tsui, Sai Ying Pun, Sheung Wan and Central	-4
NWFB 23	Pokfield	3-7	Mid-Levels	-8

Route	Origin-Destination	Existing Peak Headway (minutes)	Concerned Areas in Central and Western District	Vehicle Change
	Road – North Point Ferry			
NWFB/KMB 101	Kennedy Town – Kwun Tong (Yue Man Square)	3-5	Kennedy Town, Shek Tong Tsui, Sai Ying Pun, Sheung Wan and Central	-3
NWFB/KMB 904	Kennedy Town – Lai Chi Kok	8-15	Kennedy Town, Shek Tong Tsui and Sai Ying Pun	-4
NWFB/KMB 905	Wan Chai Ferry Pier – Lai Chi Kok	3-10	Central, Sheung Wan and Sai Ying Pun	-4
NWFB 970	Cyberport – So Uk	5-10	Mid-Levels (Pok Fu Lam Road) and Sai Ying Pun	-4
NWFB 970X (Supplementary Service)	Aberdeen – So Uk	6-15	Mid-Levels (Pok Fu Lam Road) and Sai Ying Pun	-1

B. Green Minibus (GMB) Service

(I) Proposed Feeder Service Enhancement to New Railway Stations

Origin-Destination	Proposed Arrangements
Existing GMB 8 [Baguio Villa (Lower) – Central (Exchange Square)]	It is proposed to introduce new section fare of \$7.0 from Baguio Villa (Lower) to <u>Hong Kong University Station</u> (near Haking Wong Building).
Existing GMB 28 [Baguio Villa (Upper) – Causeway Bay (Sun Wui Road)]	It is proposed to introduce new section fare of \$7.0 from Baguio Villa (Upper) to <u>Hong Kong University Station</u> (near Haking Wong Building).
<u>Proposed new whole day short-working service:</u> Kennedy Town Station – Cyberport (Cir.)	It is proposed to introduce a new whole day short-working service under existing GMB 58 [Kennedy Town – Aberdeen (Wu Nam Street)]. The short-working service will travel via Sandy Bay and Mount Davis. The proposed fare is \$5.9.
<u>Proposed new whole day short-working service:</u> Kennedy Town Station – Queen Mary Hospital	It is proposed to introduce a new whole day short-working service under existing GMB 54 [Central (Ferry Piers) - Queen Mary Hospital (Cir.)]. The short-working service will travel via Pok Fu Lam Road and Mount Davis. The proposed fare is \$5.0.

(II) Proposed Frequency Improvement Subject to Changes in Ridership

Route	Origin-Destination	Existing Peak Headway (minutes)	Concerned Areas in Central and Western District	Vehicle Change
GMB 23	Kennedy Town (Hau Wo Street) – Pok Fu Lam (Cir.)	4/5	Kennedy Town	+3
GMB 58	Kennedy Town – Aberdeen (Wu Nam Street)	12/20	Kennedy Town and Mount Davis	+6

(III) Proposed Frequency Reduction Subject to Changes in Ridership

Route	Origin-Destination	Existing Peak Headway (minutes)	Concerned Areas in Central and Western District	Vehicle Change
GMB 8	Baguio Villa (Lower) – Central (Exchange Square)	6/7	Mid-Levels and Central	-2
GMB 10	Cyberport Public Transport Interchange – Causeway Bay (Jaffe Road)	7	Mid-Levels and Central	-5
GMB 12	Kwun Lung Lau – Sai Ying Pun (Cir.)	6	Kennedy Town, Shek Tong Tsui and Sai Ying Pun	-2
GMB 13	Sai Wan Estate – Sai Ying Pun (Cir.)	5/7	Kennedy Town, Shek Tong Tsui and Sai Ying Pun	-2
GMB 22	Pok Fu Lam Gardens – Central (Exchange Square)	6/7	Mid-Levels and Central	-2
GMB 22S (Supplementary Service)	Pok Fu Lam Gardens – Central (Central Ferry Piers)	10/25	Mid-Levels and Central	
GMB 28	Baguio Villa (Upper) – Causeway Bay (Sun Wui Road)	6/7	Mid-Levels and Central	-2

Route	Origin-Destination	Existing Peak Headway (minutes)	Concerned Areas in Central and Western District	Vehicle Change
GMB 31	Tin Wan Estate – Causeway Bay (Jaffe Road)	10/15	Mid-Levels and Central	-3
GMB 54	Central (Ferry Piers) – Queen Mary Hospital (Cir.)	8	Kennedy Town, Shek Tong Tsui, Sai Ying Pun, Sheung Wan and Central	-2
GMB 55	Queen Mary Hospital – Central Station (Connaught Road Central) (Cir.)	5/6	Sai Ying Pun, Sheung Wan and Central	-2
GMB 56	Mid-Levels (Robinson Road) – North Point (Marble Road)	6	Mid-Levels and Central	-3
GMB 56A	Mid-Levels – Causeway Bay (Cir.)	8/10	Mid-Levels and Central	-1

(IV) Proposed Relocation of Terminal Points

A new GMB boarding and alighting area will be provided near Exit A (i.e. the site of the former Kennedy Town Swimming Pool) of Kennedy Town Station of the WIL. In this connection, the existing terminal points of GMB 58/58A and 59 on North Street will be relocated to this new GMB boarding and alighting area to facilitate passengers to interchange between GMB and rail services.

II. Central and Western District – Public Transport Re-organisation Plans to tie in with the Commissioning of the South Island Line (East)

A. Franchised Bus Service

(I) Proposed Re-organisation Packages

1. Re-organisation of CTB 973 and 973P

Route	Origin-Destination	Existing Peak Headway (minutes)	Proposed Arrangements	Vehicle Change
CTB 973 & CTB 973P [Shum Wan - Tsim Sha Tsui East] (Morning peak only supplementary service) 3 trips	Stanley – Tsim Sha Tsui (Mody Road)	15-24	<p>[Concerned areas in Central and Western District: Mid-Levels (Pok Fu Lam Road) and Sai Ying Pun]</p> <p>Upon the commissioning of the South Island Line (East) (SIL (East)), it is expected that the passengers' travel pattern will change. Thus, it is proposed to re-organise the routes, including amalgamating the morning peak only supplementary service CTB 973P with CTB 973.</p> <p>Meanwhile, it is proposed to divert CTB 973 via Aberdeen Tunnel and Cross Harbour Tunnel and omit Western District. It is also proposed to re-number the route as <u>CTB 173</u> [see <u>Appendix 12</u>].</p> <p>Besides, the bus company has proposed to offer a new BBI concession to passengers of CTB 73 [Cyberport/ Wah Fu (North) – Stanley Prison] and CTB 71 [Shum Wan – Sai Ying Pun (Cir.)]. The current sum of fares of the two routes is \$10.5. With the proposed BBI concession, passenger plying between Stanley and Pok Fu Lam Road/ Western District will only need to pay \$6.1, with a discount of \$4.4.</p> <p>Apart from the rail services between Central and Western District and Tsim Sha Tsui, residents travelling to and from Kowloon West may also use the following bus services:</p>	-2

Route	Origin-Destination	Existing Peak Headway (minutes)	Proposed Arrangements	Vehicle Change
			<ul style="list-style-type: none"> ● KMB/NWFB 904 [Kennedy Town – Lai Chi Kok] ● KMB/NWFB 905 [Wan Chai Ferry Pier – Lai Chi Kok] ● NWFB 970 [So Uk – Cyberport] ● NWFB 970X [So Uk – Aberdeen] ● NWFB 971 [Aberdeen (Shek Pai Wan) – Hoi Lai Estate/ Nam Cheong Station] 	

2. **Re-organisation of NWFB 78 and 43M (proposed route upon the commissioning of the WIL)**

Route	Origin-Destination	Existing Peak Headway (minutes)	Proposed Arrangements	Vehicle Change
NWFB 78 [<u>internal route in Southern District</u>]	Wah Kwai Estate – Wong Chuk Hang	7/9	[Concerned areas in Central and Western District: Kennedy Town]	+2
NWFB 43M (proposed route upon the commissioning of the WIL)	Tin Wan – Kennedy Town (Circular)	12-15 (proposed headway)	It is proposed to relocate the terminal point of NWFB 78 [internal route in Southern District] to the new Wong Chuk Hang Station and to enhance its frequency subject to the actual demand of passengers. Meanwhile, the frequency of NWFB 43M (proposed route upon the commissioning of the WIL) will be reduced subject to changes in ridership [see <u>Appendix 13</u>].	-1

3. **Re-organisation of CTB 48, 71 and 75**

Route	Origin-Destination	Existing Peak Headway (minutes)	Proposed Arrangements	Vehicle Change
CTB 71 and supplementary service 71P (Shum Wan to Central (Central Ferry Piers) (1 morning trip)	Wong Chuk Hang – Sai Ying Pun (Circular) (proposed origin and destination upon the commissioning	17/18	[Concerned areas in Central and Western District: Mid-levels (Pok Fu Lam Road), Sai Ying Pun and Central] Upon the commissioning of the SIL (East), it is expected that the passengers' travel pattern will change and more passengers will use feeder services travelling to and from new	-1

Route	Origin-Destination	Existing Peak Headway (minutes)	Proposed Arrangements	Vehicle Change
	of the WIL)		railway stations. Thus, it is proposed to amalgamate CTB 71P (supplementary service) and CTB 75 with CTB 71.	
CTB 75	Shum Wan to Central (Exchange Square)	7-15	Meanwhile, it is proposed to extend the southern end of CTB 71 [Wong Chuk Hang – Sai Ying Pun (Cir.)] (proposed origin and destination upon the commissioning of the WIL) from Wong Chuk Hang to Shum Wan. The route will continue to operate as a circular route [see Appendix 14].	-9
CTB 48 [internal route in Southern District]	Wah Fu (North) – Ocean Park/Shum Wan (Cir.)	4-16	In addition, it is proposed to divert CTB 48 [internal route in Southern District] via the new Wong Chuk Hang Station to facilitate residents of Southern District travelling to and from the new railway station.	0

4. Re-organisation of CTB 90B & 98 and NWFB 91, 94 & 94X

Route	Origin-Destination	Existing Peak Headway (minutes)	Proposed Arrangements	Vehicle Change
CTB 90B	South Horizons – Admiralty Station (East) (via Pok Fu Lam Road)	8-12	[Concerned areas in Central and Western District: Mid-Levels (Pok Fu Lam Road), Sai Ying Pun, Sheung Wan and Central]	+4
NWFB 91	Ap Lei Chau Estate – Central (Central Ferry Piers) (via Pok Fu Lam Road)	10-25	Due to overlapping of the service areas of these routes, it is proposed to re-organise them in which NWFB 91, 94 and the supplementary service 94X will be amalgamated with CTB 90B. Meanwhile, it is proposed to <u>enhance the frequency</u> of CTB 90B subject to changes in ridership. (see Appendix 15) Apart from CTB 90B, passengers plying between Central District and Ap Lei Chau may also use the following bus service:	-5

Route	Origin-Destination	Existing Peak Headway (minutes)	Proposed Arrangements	Vehicle Change
NWFB 94 (Morning peak only service) & NWFB 94X [Lei Tung Estate to Central (Exchange Square)] (Morning peak only supplementary service)	Lei Tung Estate – Central (Central Ferry Piers) (via Pok Fu Lam Road))	10-25 From 5:55 am to 9:00 am on Mondays to Saturdays (except public holidays)	● NWFB 590 [South Horizons – Central (Exchange Square)] (via Aberdeen Tunnel)	-8
CTB 98	Lei Tung Estate – Aberdeen (Chengtu Road)	4-8		+1

5. Re-organisation of NWFB 93 and 93A

Route	Origin-Destination	Existing Peak Headway (minutes)	Proposed Arrangements	Vehicle Change
NWFB 93 (Morning peak only service)	Ap Lei Chai Estate/South Horizons to Robinson Road	From 7:00 am to 7:15 am on Mondays to Saturdays (except public holidays and school holidays) (4 trips)	[Concerned areas in Central and Western District: Mid-Levels] Due to overlapping of the service areas of these two routes, it is proposed to re-organise them in which NWFB 93A will be amalgamated with NWFB 93. Meanwhile, it is proposed to divert NWFB 93 via Lei Tung Estate for serving its residents. (see Appendix 16)	0
NWFB 93A (Morning peak only service)	Lei Tung Estate – Robinson Road	From 7:00 am to 7:20 am on Mondays to Saturdays (except public holidays and school holidays) (3 trips)		-3

6. Re-organisation of CTB 90, 90C & 97 and NWFB 590 & 590A

Route	Origin-Destination	Existing Peak Headway (minutes)	Proposed Arrangements	Vehicle Change
CTB 90	Ap Lei Chau Estate – Central (Exchange Square)	6-15	[Concerned areas in Central and Western District: Central] The two new railway stations (i.e. Lee Tung Station and South Horizons Station) situate at densely populated areas, thereby facilitating the majority of residents travelling to and from Ap Lei Chau with the rail service.	-5
CTB 90C (Morning peak only service)	Main Street Ap Lei Chau to Central (Jardine House)	15 From 6:30 am to 9:00 am from Mondays to Saturdays	In this connection, it is proposed to re-organise these routes, including amalgamating NWFB 590A and CTB 90C (morning peak only service) with NWFB 590. Besides, frequency reduction is proposed for NWFB 590 subject to changes in ridership. (see Appendix 8)	-4
CTB 97	Lee Tung Estate – Central (Exchange Square)	3-15		-8
NWFB 590	South Horizons – Central (Exchange Square)	3-12	Upon the commissioning of the South Island Line (East), it is expected that the passengers' travel pattern will change. Thus, it is proposed to make the following service adjustments :	-4
NWFB 590A	South Horizons – Admiralty Station (East) (Cir.)	11-15	<ul style="list-style-type: none"> ● To truncate the northern end of CTB 90 from Central (Exchange Square) to Wan Chai; and ● To truncate the northern end of CTB 97 from Central (Exchange Square) to Wan Chai. (see Appendix 17) <p>Apart from NWFB 590, passengers plying between Central and Western District and Ap Lei Chau may also use the following bus service:</p> <ul style="list-style-type: none"> ● CTB 90B [South Horizons – Admiralty Station (East)] (via Pok Fu Lam Road) 	-5

7. Re-organisation of NWFB 66 and CTB 6, 6X, 73 & 260

Route	Origin-Destination	Existing Peak Headway (minutes)	Proposed Arrangements	Vehicle Change
NWFB 66 (peak only service)	Ma Hang Estate – Central (Exchange Square)	12-30 Mondays to Fridays (except Saturdays and public holidays)	[Concerned area in Central and Western District: Central] Upon the commissioning of the SIL (East), it is expected that the passengers' travel pattern will change and more passengers will use feeder services travelling to and from new railway stations. Thus, it is proposed to re-organise the routes, including amalgamating NWFB 66 with CTB 6. It is also proposed to divert CTB 6 via Ma Hang, Stanley whole day.	-5
CTB 6	Stanley Prison – Central (Exchange Square)	10-20	Meanwhile, CTB 73 will travel via Ocean Park Station. Its frequency will be enhanced subject to changes in ridership in order to facilitate passengers travelling to and from the new railway station. The frequency of CTB 6X will be reduced subject to changes in ridership. It is also proposed to convert the whole bus fleet of CTB 260 to double-deck buses for service improvement [see Appendix 18].	+1
CTB 6X	Stanley Prison – Central (Exchange Square)	8-29		-1
CTB 260	Stanley Prison – Central (Exchange Square)	10-20		0
CTB 73 [<u>internal route in Southern District</u>]	Wah Fu (North)/ Cyperport – Stanley Prison	15/20		+1

(II) Proposed Cancellation of Routes

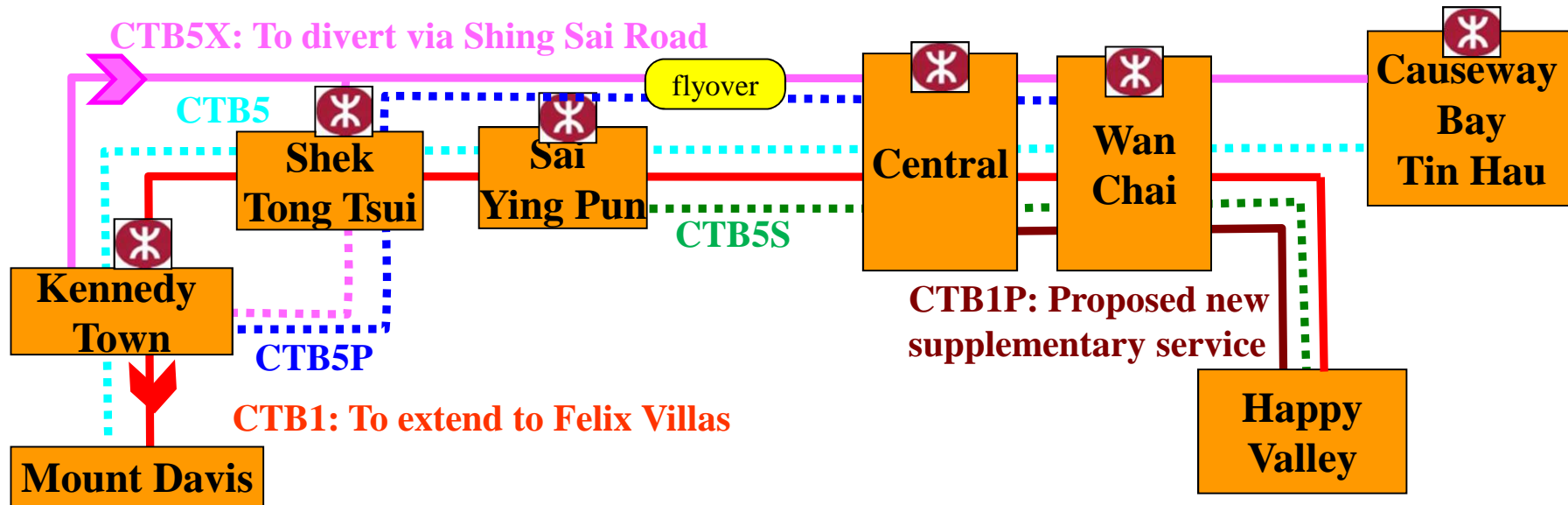
Route	Origin-Destination	Existing Peak Headway (minutes)	Road-based Alternative Public Transport Service	Vehicle Change
CTB 47P (Morning peak only supplementary service)	Kennedy Town (Belcher Bay) – Wong Chuk Hang	3 trips during morning peak hours From 6:45 am to 8:00 am on Mondays to Saturdays (except public holidays)	[Concerned areas in Central and Western District: Kennedy Town and Mount Davis] Residents from Kennedy Town/ Mount Davis heading to Southern District may use the following bus services: <ul style="list-style-type: none"> ● NWFB 971 [Hoi Lai Estate – Aberdeen (Shek Pai Wan)] ● GMB 58 [Aberdeen (Wu Nam Street) – Kennedy Town] ● GMB 59 [Kennedy Town – Shum Wan Road Public Transport Terminus] 	-2
CTB 629 and supplementary services CTB 629A [Ocean Park – Central (Central Ferry Piers)] (3 afternoon trips)/ CTB 629S [Admiralty Station (West) – Ocean Park (Tai Shue Wan)] (3 morning trips)	Admiralty Station (West) – Ocean Park	5/10 (public holidays)	[Concerned area in Central and Western District: Central] Apart from the rail service plying between Admiralty and Ocean Park, passengers may also use the following bus services to travel between Central and Wong Chuk Hang Road (Wong Chuk Hang San Wai): <ul style="list-style-type: none"> ● CTB 6X [Stanley Prison – Central (Exchange Square)] ● CTB 260 [Stanley Prison – Central (Exchange Square)] 	-1

(III) Proposed Frequency Reduction Subject to Changes in Ridership

Route	Origin-Destination	Existing Peak Headway (minutes)	Concerned Areas in Central and Western District	Vehicle Change
CTB 37A	Chi Fu Fa Yuen – Admiralty (Circular)	5-12	Central, Sheung Wan, Sai Ying Pun and Mid-levels (Pok Fu Lam Road)	-1

Route	Origin-Destination	Existing Peak Headway (minutes)	Concerned Areas in Central and Western District	Vehicle Change
CTB 37X (morning peak only service)	Chi Fu Fa Yuen – Central (Circular)	5-11 From 6:00 am to 10:00 am on Mondays to Saturdays (except public holidays)	Mid-levels (Pok Fu Lam Road), Sai Ying Pun, Sheung Wan and Central	-1
NWFB 971	Aberdeen (Shek Pai Wan) – Hoi Lai Estate	15-25	Mount Davis, Kennedy Town, Shek Tong Tsui and Sai Ying Pun	-1

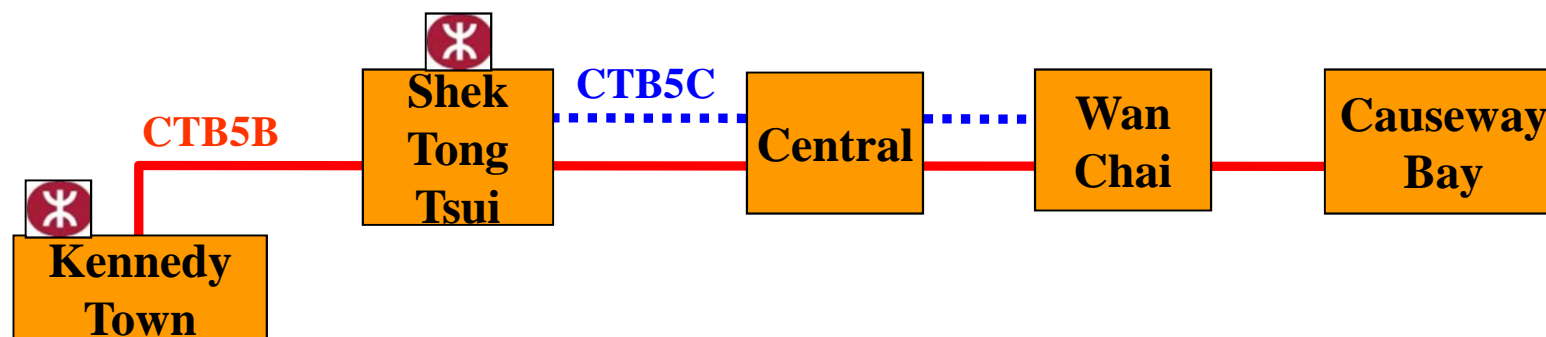
Re-organisation of CTB 1, 5 & 5X





Legend

- CTB 1 [Kennedy Town-Happy Valley (Upper)] (To extend to Felix Villas ———)
- CTB 1P [Happy Valley (Wong Nai Chung Road)-Central Market] (Proposed new supplementary service ———)
- CTB 5 [Felix Villas-Causeway Bay (Whitfield Road)](To amalgamate with CTB1 & 5X)
- CTB 5S [Sai Ying Pun (Centre Street)-Wan Chai (Queen's Road East/Wong Nai Chung Road)]
(To amalgamate with CTB1 & 5X)
- CTB 5X [Kennedy Town-Causeway Bay (Whitfield Road)]
(To divert via Shing Sai Road , omit Shek Tong Tsui ———)
- CTB 5P [Kennedy Town-Wan Chai Ferry Pier](To amalgamate with CTB 1 & 5X)

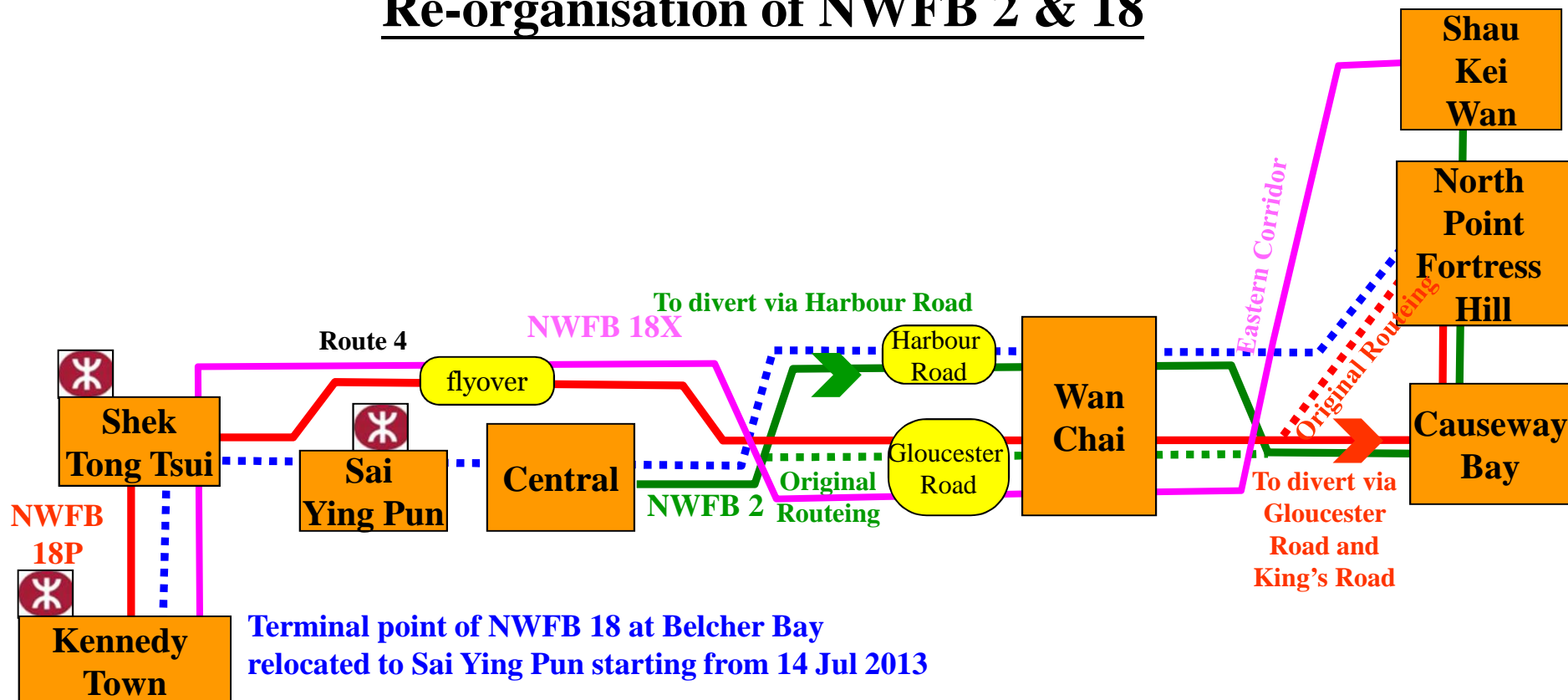
Re-organisation of CTB 5B & 5C



Legend

- CTB 5B [Kennedy Town-Causeway Bay(Cir.)] (Existing route )
- CTB 5C [Shek Tong Tsui (Queen's Road West)-Wan Chai (Luard Road)]
(To amalgamate with CTB 5B )

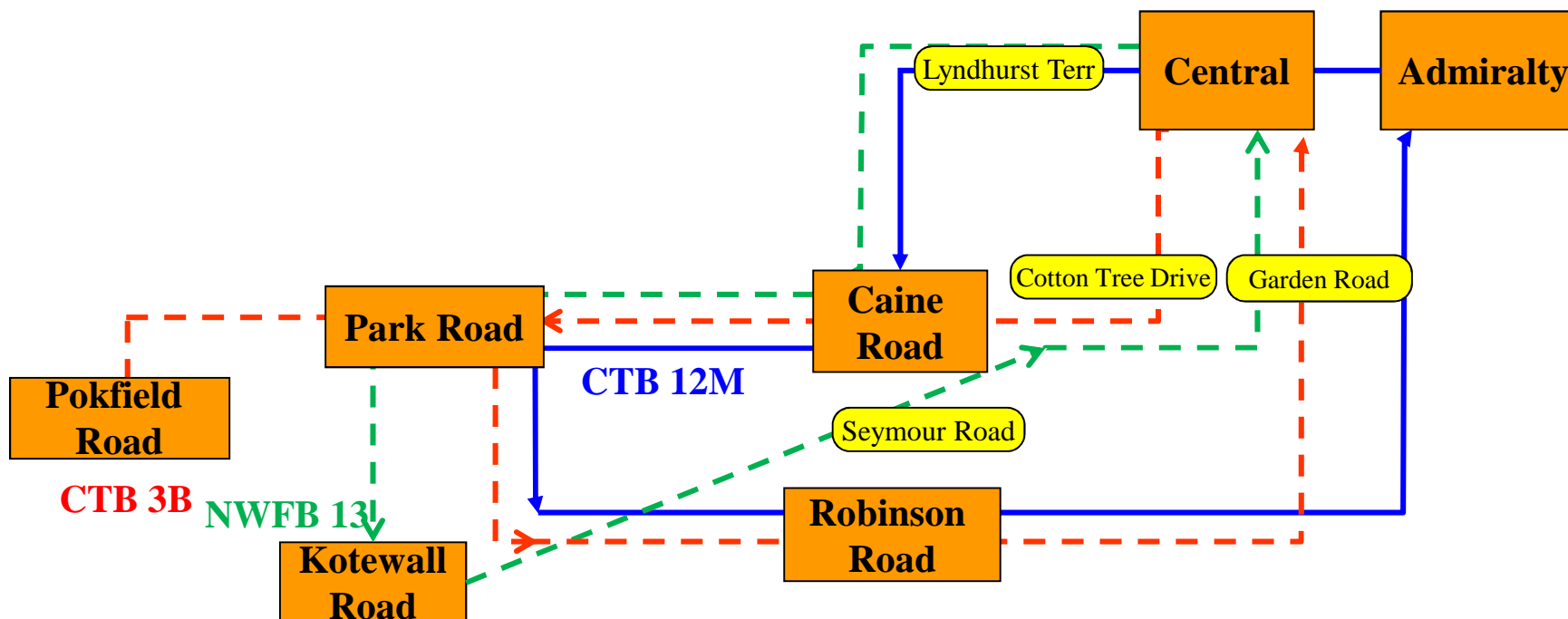
Re-organisation of NWFB 2 & 18



Legend

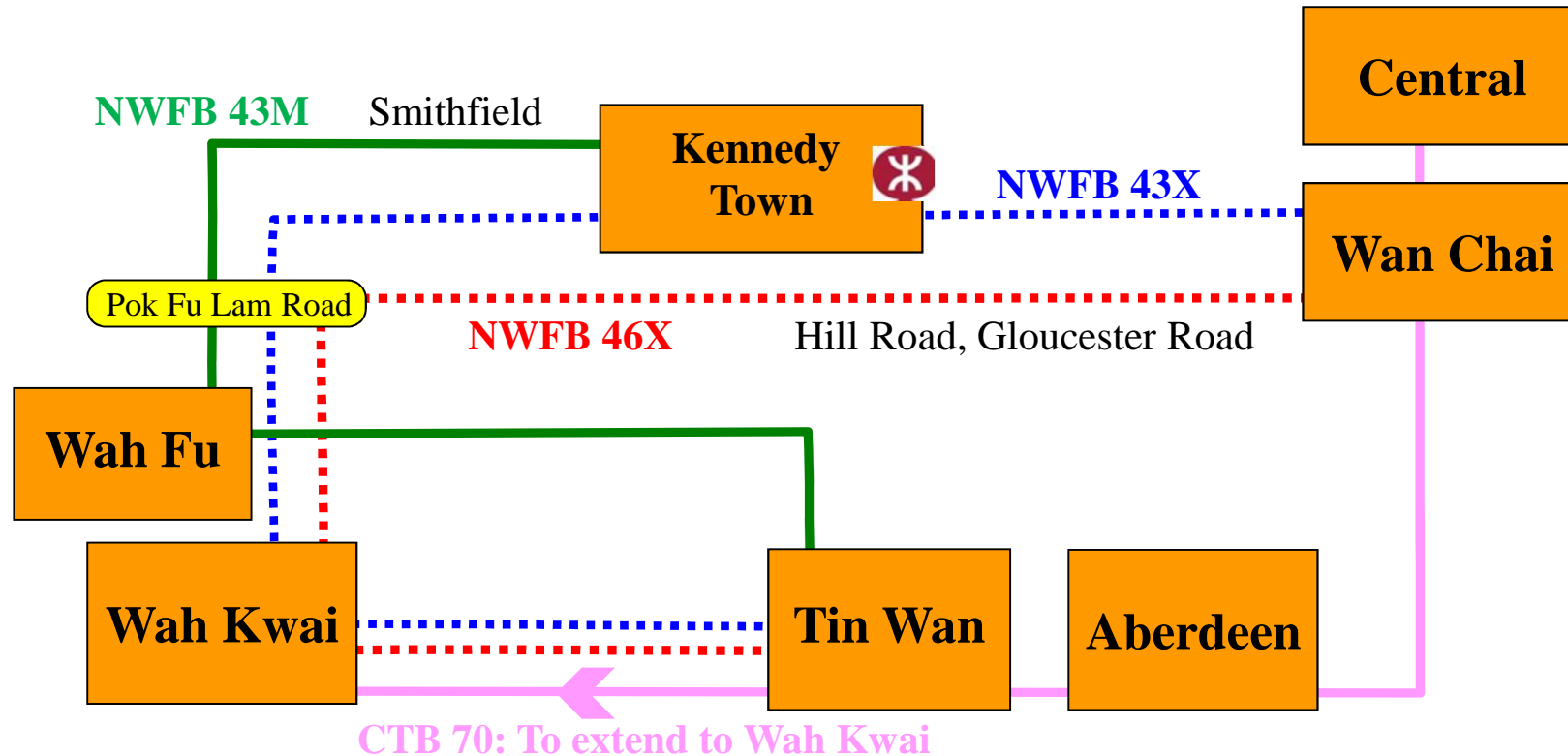
- NWFB 2 [Central (Macau Ferry)-Sai Wan Ho (Grand Promenade)] (To divert via Harbour Road —————)
- NWFB 18P [Kennedy Town (Belcher Bay)-North Point (Healthy Street Central)]
(To divert via Gloucester Road and Causeway Road, omit Victoria Park Road —————)
- NWFB 18 [Kennedy Town (Belcher Bay)-North Point (Healthy Street Central)]
(To amalgamate with NWFB 18P)
- NWFB 18X [Kennedy Town (Belcher Bay)-Shau Kei Wan] (Commissioned on 14 July 2013 —————)

Re-organisation of CTB 3B, 12M & NWFB 13



<u>Legend</u>	
CTB 3B	[Pokfield Road-Central (Man Kat Street Bus Terminus)] (To amalgamate with CTB 12M)
CTB 12M	[Admiralty (Tamar Street)-Park Road (Cir.)] ———
NWFB 13	[Kotewall Road-Central (City Hall)] (To amalgamate with CTB 12M)

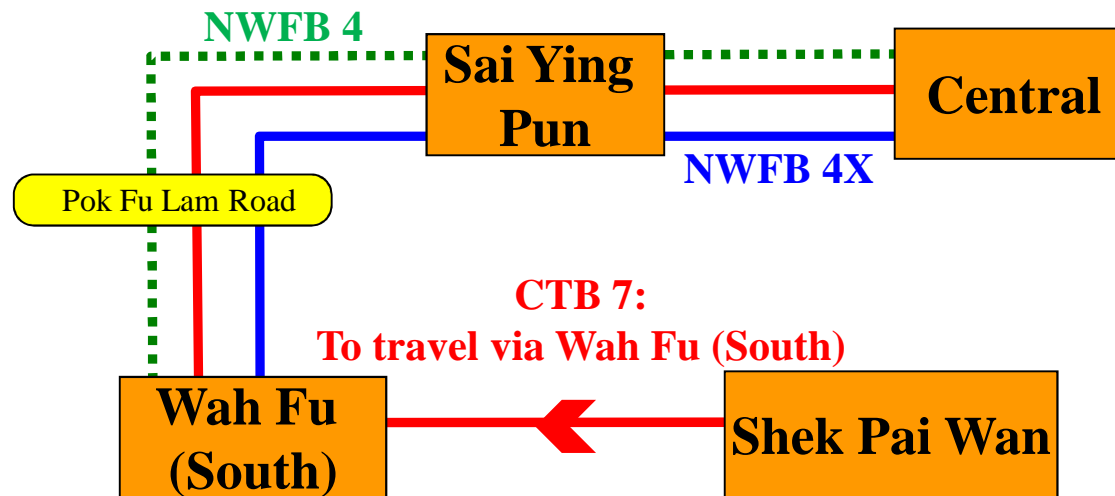
Re-organisation of NWFB 43X & 46X (Proposed re-numbered feeder service NWFB 43M)



Legend

- NWFB 43X [Wah Kwai -Wah Chai] (Cir.) (To amalgamate with NWFB 46X)
- NWFB 46X [Tin Wan-Wan Chai] (Cir.) (Morning peak only service) (To amalgamate with NWFB 43X).
- NWFB 43M [Tin Wan-Kennedy Town] (Cir.) (Proposed re-numbered feeder service ———)
- CTB 70 [Aberdeen-Central (Exchange Square)] (To extend to Wah Kwai ———)

Re-organisation of NWFB 4, 4X & CTB 7



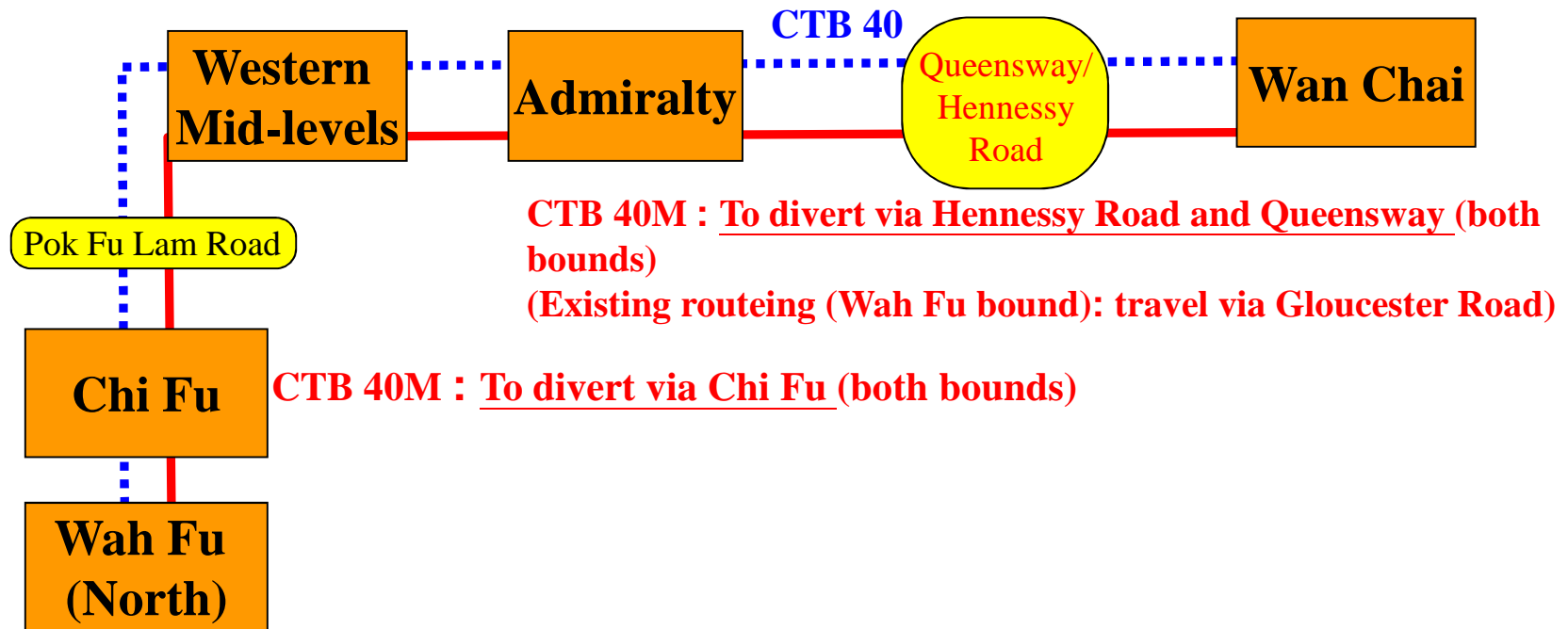
Legend

NWFB 4 [Wah Fu (South)-Central] (To amalgamate with NWFB 4X and CTB 7)

NWFB 4X [Wah Fu (South)-Central (Exchange Square) (Existing routeing —)]

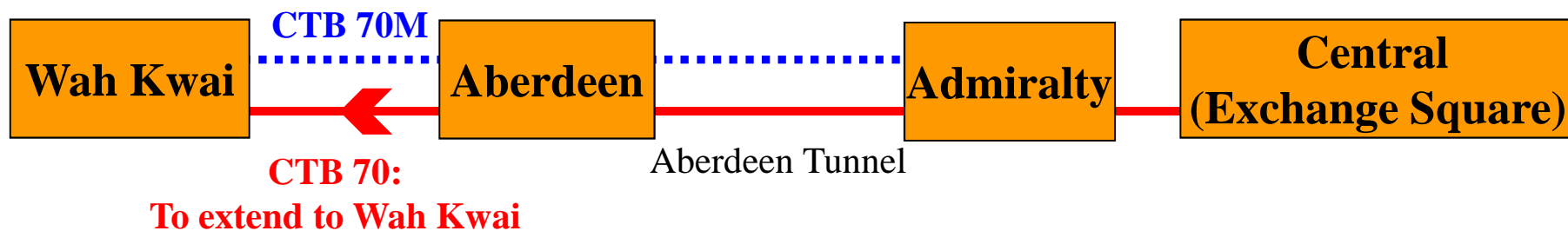
CTB 7 [Shek Pai Wan-Central Ferry] (To travel via Wah Fu (South) —)

Re-organisation of CTB 40 & 40M



Legend
CTB 40 [Wah Fu (North) –Wan Chai Ferry Pier] (To amalgamate with CTB 40M)
CTB 40M [Wah Fu (North) – Admiralty (Central Government Office)]
 (To divert via Chi Fu & Hennessy Road/ Queensway (both bounds) —)

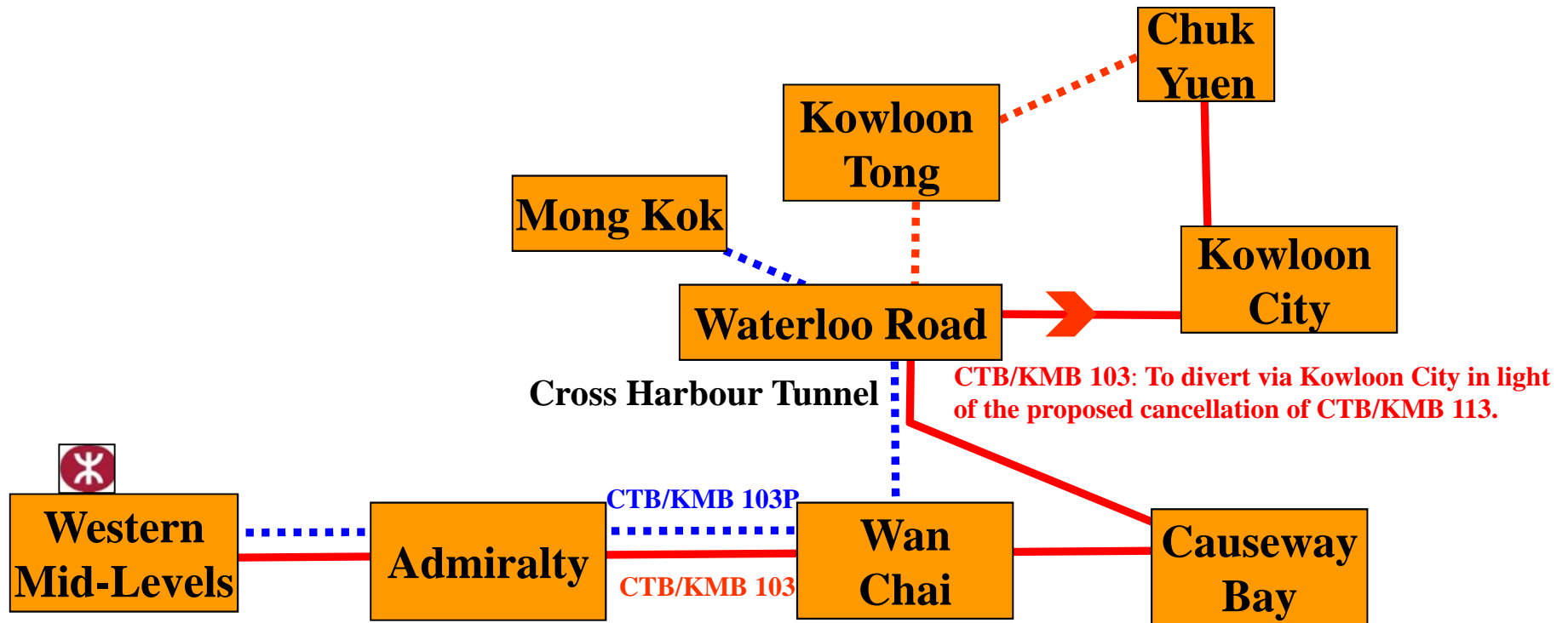
Re-organisation of CTB 70 & 70M



Legend

- CTB 70M [Wah Kwai-Admiralty (East)] (Morning peak only service) (To amalgamate with CTB 70)
- CTB 70[Aberdeen-Central (Exchange Square)] (To extend to Wah Kwai ———)

Re-organisation of CTB/KMB 103



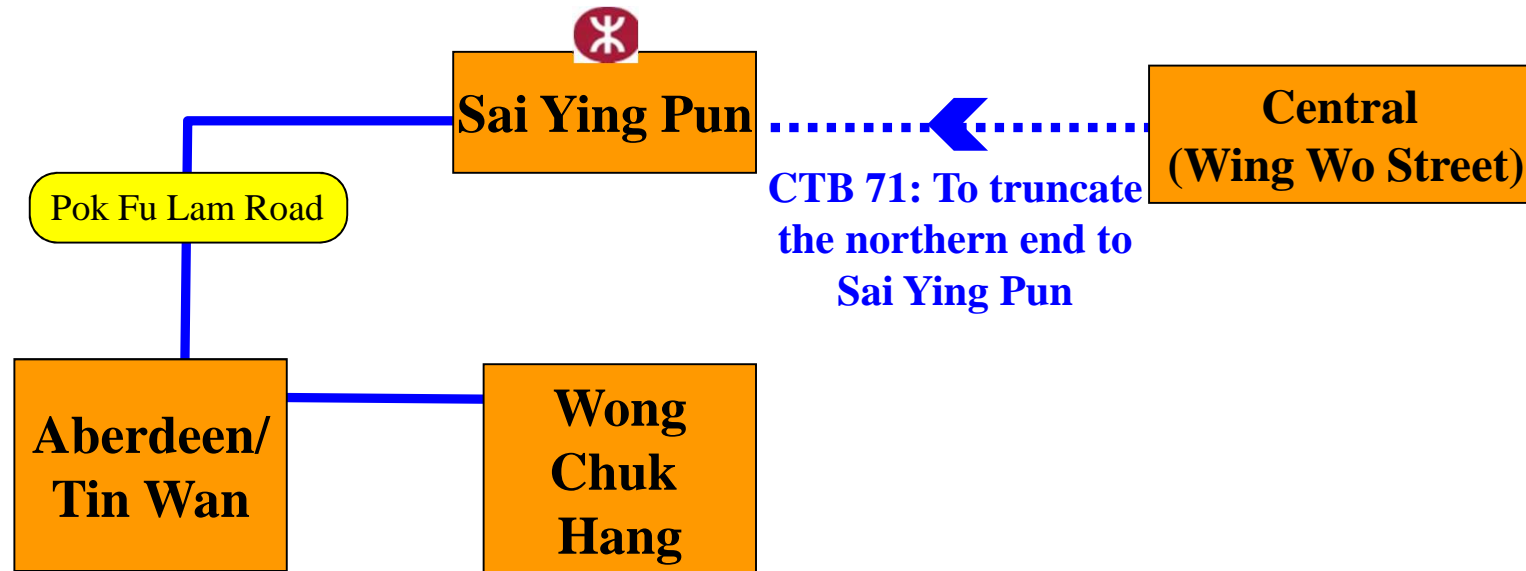
Legend

CTB/KMB 103 [Pokfield Road-Chuk Yuen Estate] (To divert via Kowloon City ———)

CTB/KMB 103P [Pokfield Road-Mong Kok (Yim Po Fong Street)] (2 morning trips)

(To amalgamate with CTB/KMB 103)

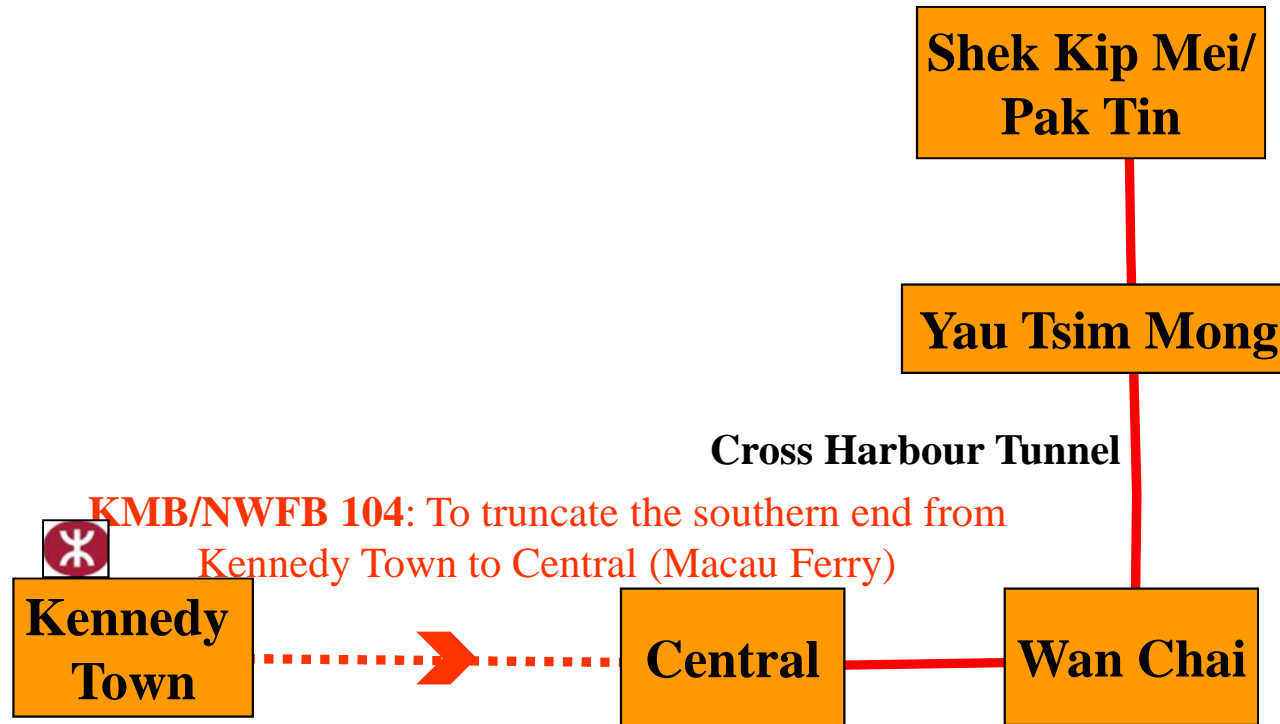
Re-routing of CTB 71 (To tie in with the commissioning of West Island Line)



Legend

CTB 71 [Wong Chuk Hang-Central (Wing Wo Street)](Cir.)
(To truncate the northern end at Sai Ying Pun )

Re-routeing of KMB/NWFB 104

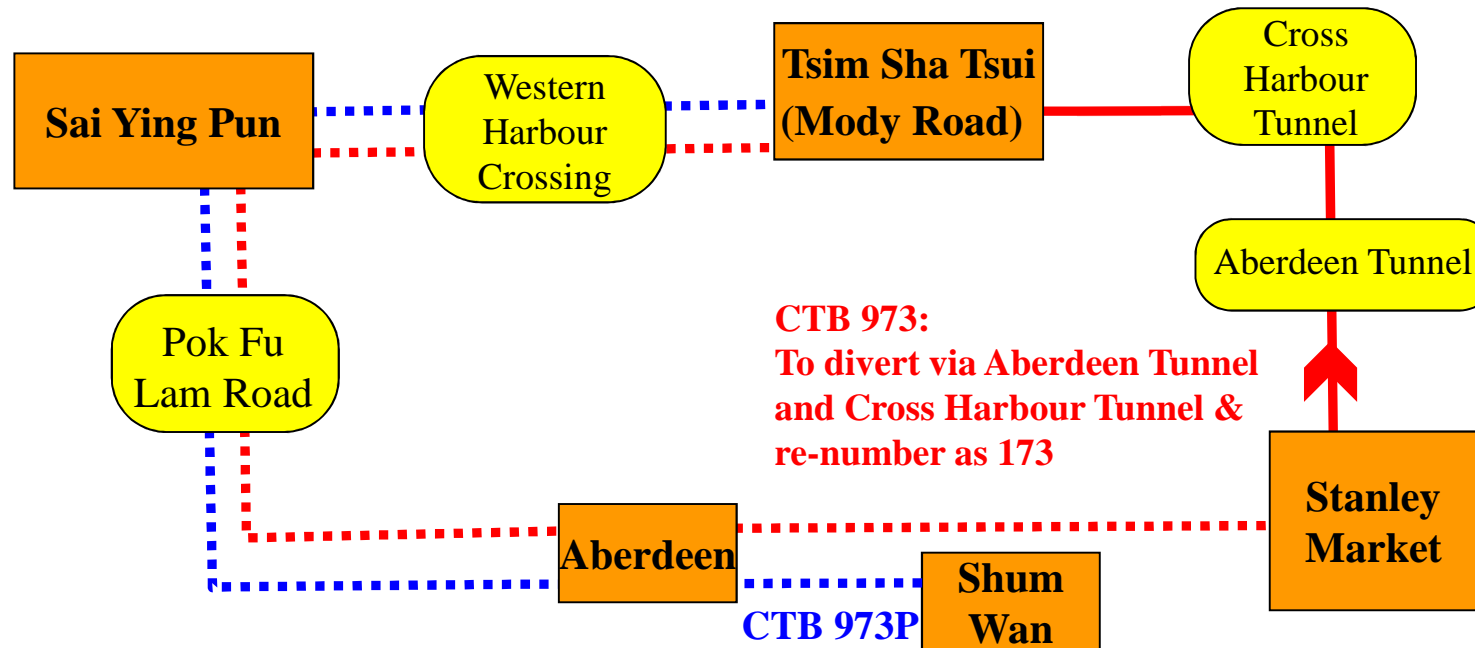


Legend

KMB/NWFB 104 [Kennedy Town-Pak Tin]

(To truncate the southern end from Kennedy Town to Central (Macau Ferry) ———)

Re-organisation of CTB 973 & 973P



CTB 973:
 To divert via Aberdeen Tunnel
 and Cross Harbour Tunnel &
 re-number as 173

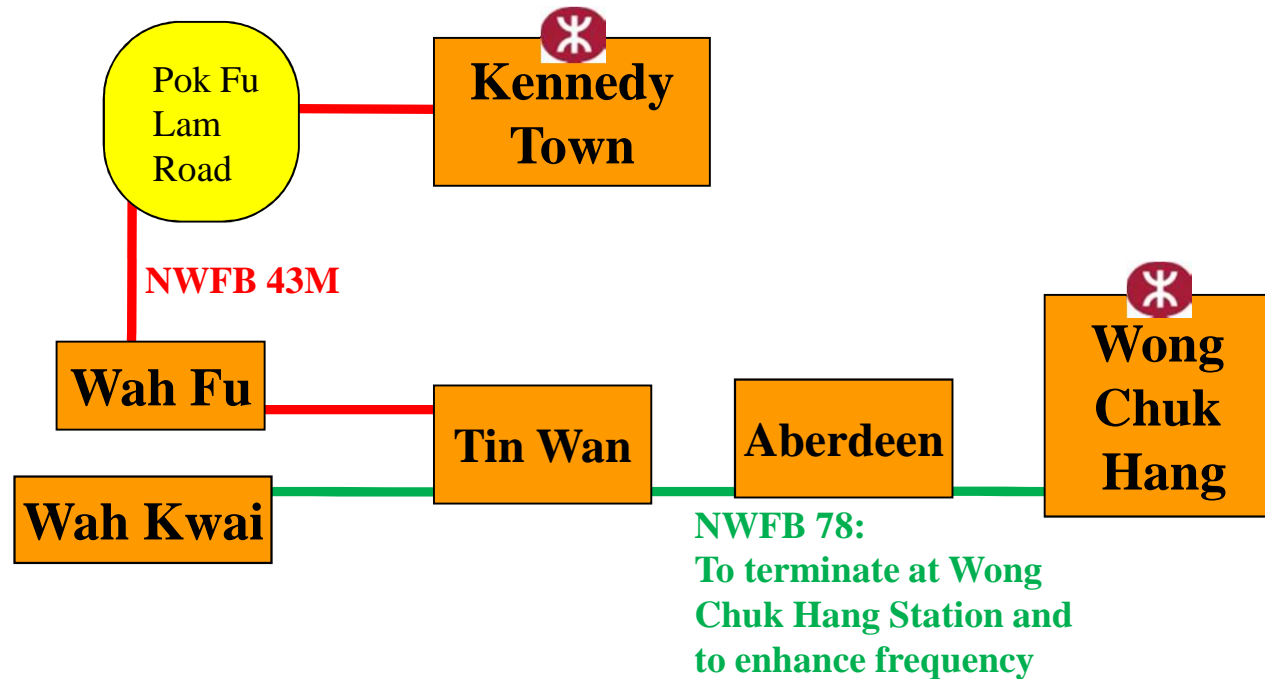
Legend

CTB 973P [Shum Wan to Tsim Sha Tsui (Mody Road)](Morning peak only service)
 (To amalgamate with CTB 973 **.....**)

CTB 973 [Stanley Market-Tsim Sha Tsui (Mody Road)]
 (Existing routeing **.....**)

(To divert via Aberdeen Tunnel and Cross Harbour Tunnel **———**)

Re-organisation of NWFB 78 & 43M



Legend

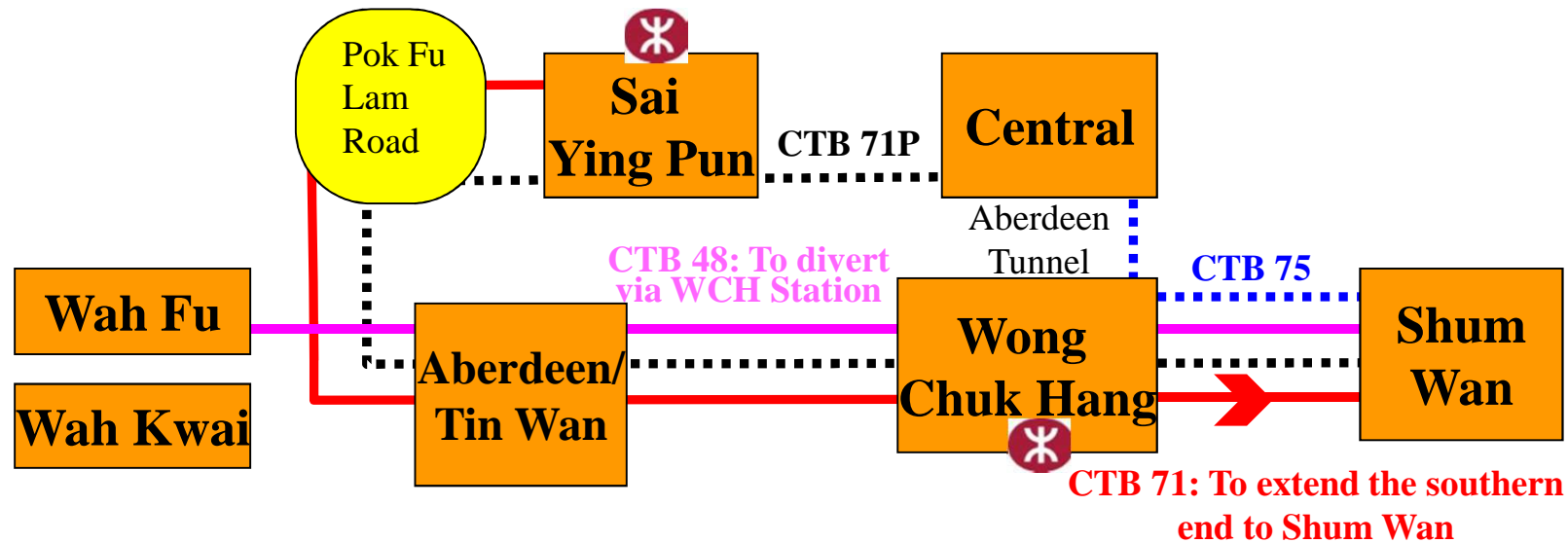
NWFB 43M [Tin Wan – Kennedy Town] (Cir) (Proposed re-numbered feeder service upon the commissioning of WIL)

(Proposed frequency reduction subject to passenger demand ———)

NWFB 78 [Wah Kwai Estate – Wong Chuk Hang] (Cir)

(To terminate at Wong Chuk Hang Station and to enhance frequency subject to passenger demand ———)

Re-organisation of CTB 48, 71 & 75



Legend

CTB 71P [Shum Wan to Central (Ferry Pier)] (To amalgamate with CTB 71)

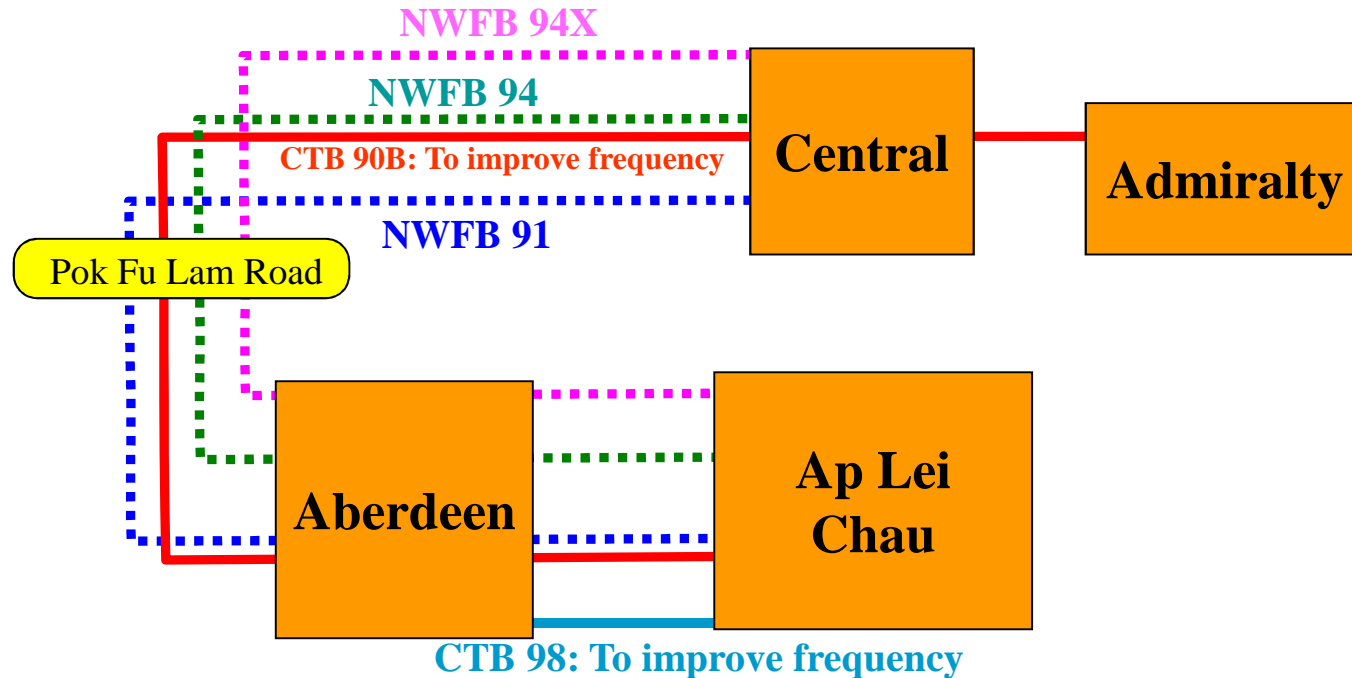
CTB 75 [Shum Wan -Central (Exchange Square)] (To amalgamate with CTB 71

CTB 71 [Wong Chuk Hang-Sai Ying Pun] (Cir.)

(To extend southern end to Shum Wan ———)

CTB 48 [Wah Fu (North)-Shum Wan](Cir.) (To divert via WCH Station ———)

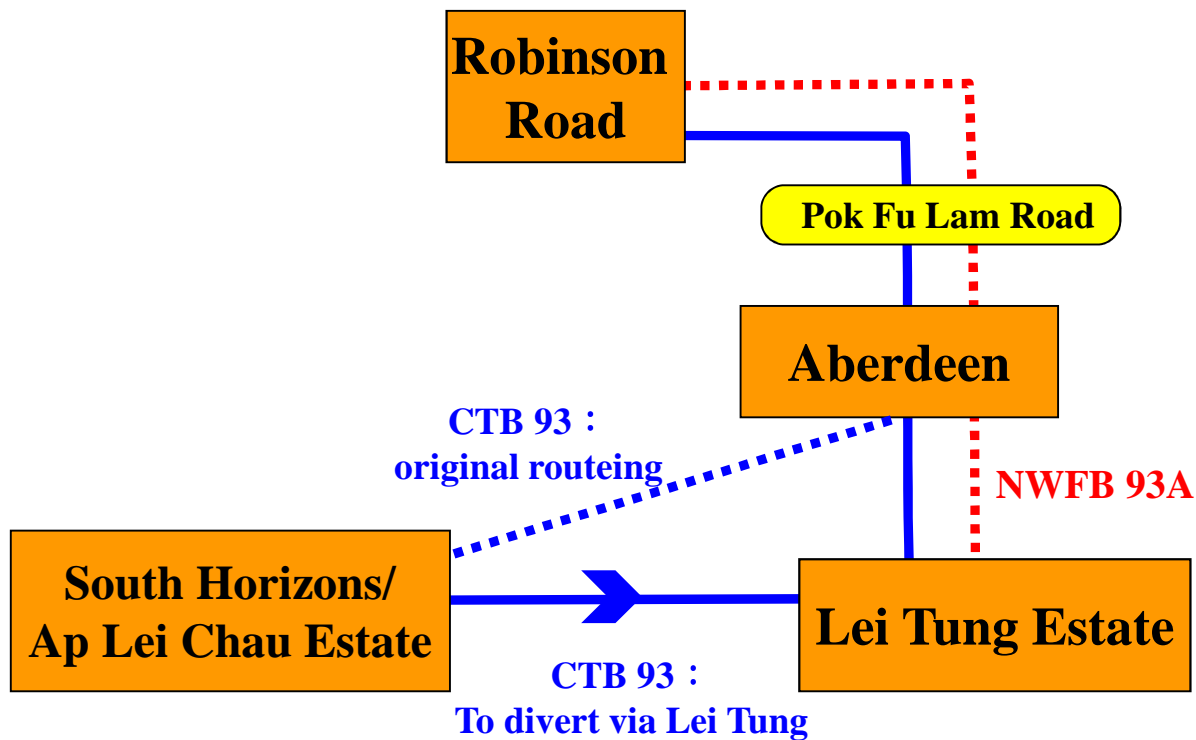
Re-organisation of CTB 90B, 98 & NWFB 91, 94 , 94X



Legend

- CTB 90B [Southern Horizons – Admiralty (East)] (via Ap Lei Chau Bridge Road)
(To improve frequency ———)
- NWFB 91 [Ap Lei Chau Estate – Central (Ferry Piers)] (To amalgamate with 90B)
- NWFB 94 [Lei Tung Estate – Central Ferry Piers]] (Morning peak only service)
(To amalgamate with 90B)
- NWFB 94X [Lei Tung Estate- Central (Exchange Square)] (Morning peak only service)
(To amalgamate with 90B)
- CTB 98 [Lei Tung Estate-Aberdeen (Chengtu Road)] (To improve frequency ———)

Re-organisation of NWFB 93 & 93A



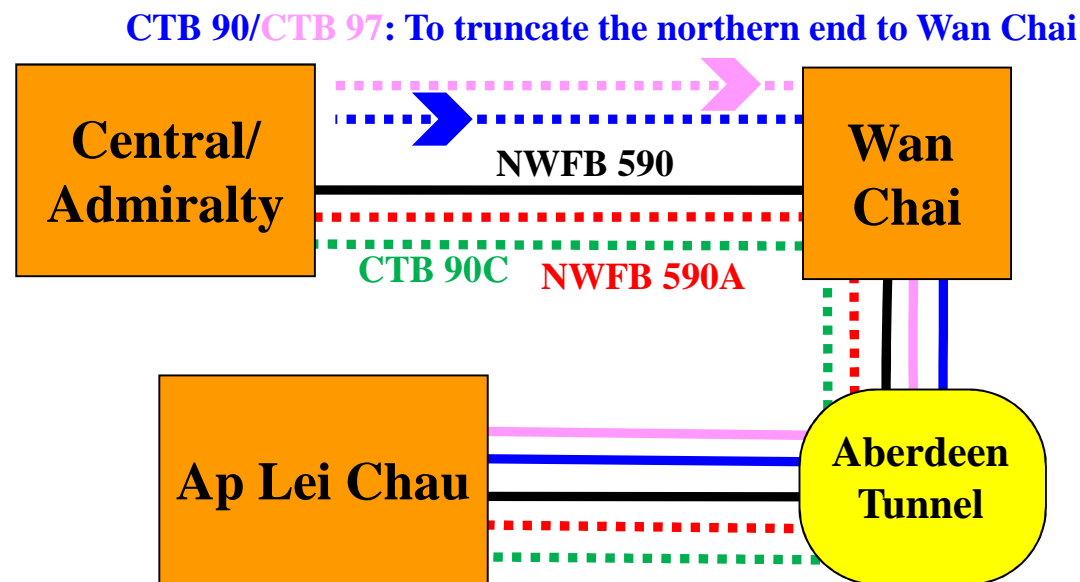
Legend

NWFB 93A [Lei Tung to Robinson Road] (To amalgamate with NWFB 93)

NWFB 93 [South Horizons/Ap Lei Chau Estate to Robinson Road]

(To divert via Lei Tung Estate ———)

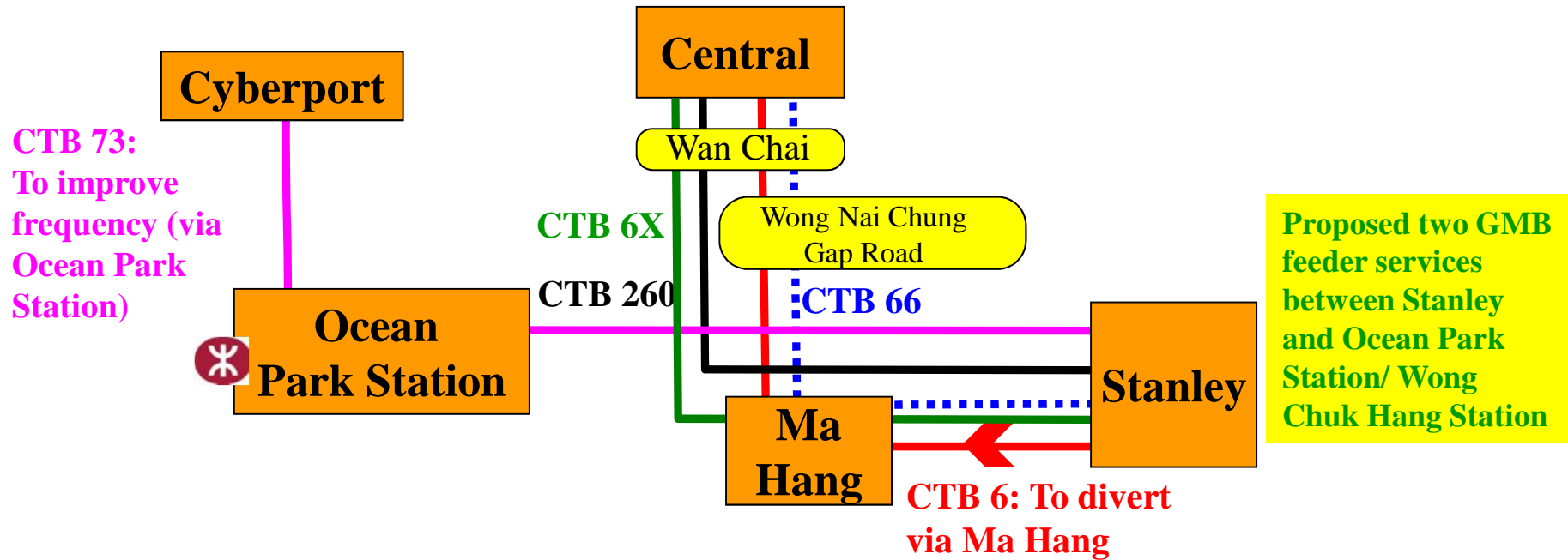
Re-organisation of CTB 90, 90C, 97 & NWFB 590, 590A



Legend

- CTB 90C [Ap Lei Chau Estate (Lee Chi Road to Central (Jardine House)) (Morning peak only service) (via Queen's Road East) (To amalgamate with NWFB 590)]
- NWFB 590A [South Horizons-Admiralty (East)] (To amalgamate with NWFB 590)]
- NWFB 590 [South Horizons-Central (Exchange Square)] (Existing routeing —)]
- CTB 90 [Ap Lei Chau Estate-Central (Exchange Square)] (To truncate the northern end to Wan Chai)]
- CTB 97 [Lei Tung Estate-Central (Exchange Square)] (To truncate the northern end to Wan Chai)]

Re-organisation of CTB 6, 6X, 73, 260 & NWFB 66



Legend

- NWFB 66 [Ma Hang-Central (Exchange Square)] (To amalgamate with CTB 6)
- CTB 6 [Stanley Prison-Central (Exchange Square)] (To divert via Ma Hang —)
- CTB 6X [Stanley Prison-Central (Exchange Square)]
(Proposed frequency reduction subject to passenger demand —)
- CTB 73 [Cyberport/ Wah Fu (North)-Stanley Prison] (To enhance frequency —)
- CTB 260 [Stanley Prison-Central (Exchange Square)] (Double-deck conversion —)