

**Southern District Council Traffic and Transport Committee**

**Revised Public Transport Re-organisation Plans  
to tie in with the Commissioning of the West Island Line**

**Purpose**

This paper seeks the views of the Traffic and Transport Committee (“T&TC”) under the Southern District Council (“SDC”) on the revised public transport re-organisation plans (“Revised PT Plans”) to tie in with the commissioning of the West Island Line (“WIL”) in 2014.

**Background**

2. With the commissioning of the WIL and the South Island Line (East) (“SIL(E)”), not only will convenient transport services be provided to residents in the Central and Western District and the Southern District, the public transport capacity of the districts concerned will also be greatly enhanced. It is expected that by that time, there will be changes in passengers’ travel demands, with quite a number of passengers currently taking other road-based transport switching to railway service. According to our estimation, about one fourth of passengers using relevant franchised bus routes will switch to use the new railways upon their commissioning. To accommodate the changes in passengers’ travel demands, it is therefore necessary to rationalise the existing public transport services; provide feeder services to ensure good connectivity of the new railways; and enhance the efficiency of the public transport network to relieve traffic congestion and improve air quality for the benefit of the community. Given the importance of providing commuters with reasonable choices of transport services, the Revised PT Plans will maintain healthy competition among different transport modes for the sake of the general public.

3. On 15 July 2013, the T&TC under SDC was briefed and consulted on the preliminary PT Plans to tie in with the commissioning of the WIL and the SIL(E). On 16 September 2013, the Committee was further briefed on the public consultation arrangements at its meeting. Between late September and mid-October, four Area Consultative Forums were held in the district in particular to introduce and explain the

details of the preliminary PT Plans to residents and listen to their views directly. There forums were attended by a total of about 350 residents and local representatives with candid and sincere exchanges of views on the PT Plans.

4. After collecting views and suggestions from District Councils, Area Consultative Forums, local representatives and the public from various channels, we have followed up and reviewed the preliminary PT Plans with the relevant public transport operators, and formulated the current revised PT Plans to tie in with the commissioning of the WIL by making reference to the views so collected.

5. Regarding the PT Plans for the SIL(E), we are still consolidating the views collected during consultation and studying the revised plans in discussion with the relevant public transport operators. It is expected that the revised plans will be submitted to the T&TC for consultation in January 2014.

#### **Proposed Revised PT Plans**

6. The Revised PT Plans to tie in with the commissioning of the WIL have taken full account of the views from the local residents and communities. Details of revised plans are enclosed at Annex 1-5.

#### **Advice Sought**

7. Members are invited to comment on the revised PT Plans proposed for the Southern District in the wake of the commissioning of the WIL.

**Transport Department**

**November 2013**

**Revised Public Transport Re-organisation Plans to tie in  
with the Commissioning of the WIL****Re-organisation of CTB 40 and 40M****I. Background**

It is expected that upon the commissioning of the WIL, some residents in the western area of Southern District who are taking bus service to Sheung Wan and Central for interchange with railway service will switch to more convenient feeder service to reach the WIL stations nearby. With entrances/exits for Hong Kong University Station and Sai Ying Pun Station of WIL being built near Haking Wong Building of the University of Hong Kong at Pok Fu Lam Road and near the former David Trench Rehabilitation Centre at Bonham Road respectively, some residents in Western Mid-levels are also expected to switch to railway services, resulting in ridership loss of the captioned routes. Due to overlapping of the service areas of these two routes, it is necessary to re-organise them to tie in with the commissioning of the WIL.

**Details of Existing Services****CTB 40 :**

<b>Terminating Points</b>	Wah Fu (North) – Wan Chai Ferry Pier
<b>Peak Headway</b>	10-15 minutes
<b>Off-peak Headway</b>	15 minutes
<b>Average Peak Patronage</b>	94%
<b>Average Off-peak Patronage</b>	42%
<b>Full Fare Per Single Trip</b>	\$5.3
<b>Service Hours</b>	<u>Mondays to Saturdays</u> From 6 am to 11.48 pm <u>Sundays &amp; public holidays</u> From 6 am to 11.35 pm
<b>Number of Vehicles</b>	9 air-conditioned double deckers

**CTB 40M :**

<b>Terminating Points</b>	Wah Fu (North) – Admiralty (Government Headquarters)
<b>Peak Headway</b>	10-20 minutes
<b>Off-peak Headway</b>	15 minutes
<b>Average Peak Patronage</b>	52%
<b>Average Off-peak Patronage</b>	24%
<b>Full Fare Per Single Trip</b>	\$5.3
<b>Service Hours</b>	<u>Mondays to Saturdays</u> From 6.06 am to 11.42 pm <u>Sundays &amp; public holidays</u> From 6.10 am to 11.45 pm
<b>Number of Vehicles</b>	9 air-conditioned double deckers

## **II. Proposed PT Plans**

2. In the first round consultation, the following PT Plans are proposed for these routes:

- (1) To amalgamate CTB 40 with CTB 40M;**
- (2) To divert CTB 40M (both bounds) via Chi Fu in Southern District and its Wah Fu bound journeys via Hennessy Road and Queensway in Wan Chai (At present, CTB 40M travels via Gloucester Road on its Wah Fu bound journeys). In addition, the service will be enhanced subject to changes in ridership; and**
- (3) Apart from CTB 40M, passengers plying between Wah Fu/Chi Fu and Mid-levels/Wan Chai may use other bus services including CTB 7, 37A, 37B/37X and NWFB 4X. As for passengers plying between Mid-levels and Central/Admiralty/Wan Chai, they may also use bus services such as NWFB 23, CTB 12 and 12M.**

## **III. First Round Public Consultation and Revised Proposals**

3. During the first round consultation, we have received valuable comments from district councillors, local representatives and residents on the PT Plans, including the need of some passengers travelling from Wah Fu to Robinson Road in Western Mid-levels for school or work during morning peak hours, and the concern on the routeing of CTB 40M after amalgamation. Our initial responses to the major comments are set out below:

- (1) CTB 40M will be amalgamated with CTB 40 instead;**
- (2) The routeing of CTB 40 (Wan Chai bound) will be diverted via “Bonham Road, Caine Road, Upper Albert Road, Garden Road, Queen’s Road Central, Des Voeux Road Central, Ice House Street, Chater Road, Murray Road, Queensway...”, to maintain the bus service from the vicinity of Bonham Road (eastern section) and Caine Road to Wanchai via Central;**
- (3) The service hours of CTB 40P (Wah Fu (North) to Robinson Road), the morning peak service from Wah Fu to Western Mid-levels, will be extended with frequency be increased from the current 3 trips to 5 trips;**
- (4) Octopus interchange concessions will be introduced between CTB 40 and 12M, to facilitate passengers from Wah Fu and Pok Fu Lam Road travelling to/from Robinson Road and passengers from Robinson Road travelling to/from Central/Wan Chai; and**
- (5) Octopus interchange concessions will be introduced between CTB 12M and 12, to facilitate passengers from Robinson Road travelling to Central.**

**For those affected passengers of CTB 40M who are travelling from Central to Wah Fu, they may choose bus routes such as NWFB 4X and CTB 7 to travel to Pok Fu Lam and Wah Fu. For those making use of CTB 40M at the Government Headquarters, they may make use of the footbridge to take CTB 40 at Queensway.**

4. We believe that the above proposals will provide appropriate alternative services and strike a balance between the needs of all parties concerned. Apart from the MTR service, residents may still enjoy using bus service plying between Southern District, Western Mid-levels and Central/Wan Chai. While the impact on bus passengers is kept to minimum, the operating efficiency of the bus routes concerned will be enhanced. Please refer to Appendix for details of the revised PT Plans.

**A. Proposed Service Details**

**CTB 40 :**

<b>Terminating Points</b>	Wah Fu (North) – Wan Chai Ferry
<b>Route</b>	<p><u>Wah Fu (North) to Wan Chai Ferry</u>                      Wah Fu Road, Shek Pai Wan Road, Pok Fu Lam Road, flyover, Chi Fu Road, Claymore Avenue, flyover, Pok Fu Lam Road, flyover, Bonham Road, Caine Road, Upper Albert Road, Garden Road, Queen's Road Central, *(Des Voeux Road Central, Ice House Street, Chater Road, Murray Road), Queensway, Hennessy Road, Fleming Road, flyover and Wan Chai Ferry Bus Terminus access road</p> <p>* Journeys to Wan Chai Ferry will be diverted via Pedder Street, Connaught Road Central, Harcourt Road and Cotton Tree Drive slip road on Sundays and public holidays</p> <p><u>Wan Chai Ferry to Wah Fu (North)</u>                      Wan Chai Ferry Bus Terminus access road, flyover, Fleming Road, Hennessy Road, Queensway, Cotton Tree Drive, Kennedy Road, Upper Albert Road, Caine Road, Bonham Road, Pok Fu Lam Road, Claymore Avenue, Chi Fu Road, Pok Fu Lam Road, Shek Pai Wan Road and Wah Fu Road</p>
<b>Peak Headway</b>	10-15 minutes
<b>Full Fare Per Single Trip</b>	\$5.3
<b>Service Hours</b>	<p><u>From Wah Fu (North) to Wan Chai Ferry :</u>                      From 6 am to 11 pm</p> <p><u>Wan Chai Ferry to Wah Fu (North) :</u>                      From 6.37 am to 11.48 pm</p>
<b>Number of Vehicles</b>	13 air-conditioned double deckers

**CTB 40P :**

<b>Terminating Points</b>	Wah Fu (North) to Robinson Road
<b>Peak Headway</b>	5 Trips
<b>Full Fare Per Single Trip</b>	\$4.7
<b>Service Hours</b>	<p><u>Mondays to Fridays</u>                      (except public holidays &amp; school holidays)                      From 6.25 am to 7.30 am</p>

<b>Number of Vehicles</b>	1 air-conditioned double decker
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**B. New Octopus Interchange Concessions**

**From Wah Fu/Pok Fu Lam to Robinson Road :**

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

**From Robinson Road to Central/Wan Chai :**

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

**Cental Bound:**

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

**Caine Road Bound:**

<b>1<sup>st</sup> Trip</b>	<b>Destination</b>	<b>Fare</b>	<b>2<sup>nd</sup> Trip</b>	<b>Destination</b>	<b>Fare</b>	<b>Discount</b>	<b>Total</b>	<b>Interchange Location</b>
CTB 12	Robinson Road	\$4.3	CTB 12M	Park Road	\$4.3	\$4.3	\$4.3	Caritas Centre Caine Road

**C. Route Map**

Please see **Drawing 1**

**Revised Public Transport Re-organisation Plans to tie in  
with the Commissioning of the WIL**

**Re-organisation of NWFB 4, 4X and CTB 7**

**I. Background**

These routes mainly serve the Southern District and the Central District. Apart from having overlapping service areas, these routes will also have part of their routeings overlapping with the service area of the future WIL. With some of the residents in the western area of Southern District who are taking bus service to Central/Sheung Wan for interchange with railway service expected to switch to more convenient feeder service to reach the WIL stations nearby, these routes will suffer a drop in ridership. Meanwhile, the operating conditions of NWFB 4 is not satisfactory, with the average peak hour patronage of only about 50% and average off-peak patronage as low as about 40%. Therefore, there is a need for re-organisation.

**Details of Existing Services**

**NWFB 4 :**

<b>Terminating Points</b>	Wah Fu (South) – Central (Cir.)
<b>Peak Headway</b>	20 minutes
<b>Off-peak Headway</b>	20 minutes
<b>Average Peak Patronage</b>	50%
<b>Average Off-peak Patronage</b>	41%
<b>Full Fare Per Single Trip</b>	\$5.3
<b>Service Hours</b>	From 5.30 am to 11.50 pm
<b>Number of Vehicles</b>	3 air-conditioned double deckers

**NWFB 4X :**

<b>Terminating Points</b>	Wah Fu (South) – Central (Exchange Square) (Cir.)
<b>Peak Headway</b>	15 minutes
<b>Off-peak Headway</b>	20 minutes
<b>Average Peak Patronage</b>	89%
<b>Average Off-peak Patronage</b>	30%
<b>Full Fare Per Single Trip</b>	\$5.3
<b>Service Hours</b>	<u>Mondays to Saturdays</u> <u>(except Sundays &amp; public holidays)</u> From 7 am to 8.20 pm
<b>Number of Vehicles</b>	4 air-conditioned double deckers



### **CTB 7 :**

<b>Terminating Points</b>	Shek Pai Wan – Central (Central Ferry Piers)
<b>Peak Headway</b>	15-25 minutes
<b>Off-peak Headway</b>	20 minutes
<b>Average Peak Patronage</b>	85%
<b>Average Off-peak Patronage</b>	72%
<b>Full Fare Per Single Trip</b>	\$5.3
<b>Service Hours</b>	From 5.15 am to 1 am
<b>Number of Vehicles</b>	7 air-conditioned double deckers

## **II. Proposed PT Plans**

2. In the first round consultation, the following PT Plans are proposed for these routes:

- (1) To amalgamate NWFB 4 with NWFB 4X and CTB 7; and**
- (2) To tie in with the amalgamation of NWFB 4, CTB 7 (both bounds) will be diverted via Wah Fu (South).**

## **III. First Round Public Consultation and Revised Proposals**

3. During the first round consultation, we have received comments from district councillors, local representatives and residents on the PT Plans, in particular the concern on the service of re-routed CTB 7 via Wah Fu. Our initial responses to the major comments are set out below:

- (1) The proposal mentioned in para. 2 above will be maintained. We will closely monitor the passengers' demands at Wah Fu after reorganising the service of CTB 7 and introduce timely service adjustments to accommodate such demands; and**
- (2) CTB 7 (both bounds) will omit Tung Sing Road in Aberdeen, to maintain more or less the same overall journey time and operation efficiency. For passengers getting on CTB 7 at Tung Sing Road, they may go to the bus stops at Aberdeen Main Road (Yue Fai Road) [Central bound] or Aberdeen Reservoir Road (Tung Man Street) [Shek Pai Wan bound] to continue using the service.**

**NWFB 4X will continue to provide express bus service for residents in Wah Fu and Pok Fu Lam Road to travel to/from Central and Western District. At non-peak hours, CTB 4X and 7 will provide residents in Wah Fu with 7 trips per hour, more frequent than the current 6 trips.**

4. We believe that the above proposals will provide appropriate alternative services and strike a balance between the needs of all parties concerned. Residents may still enjoy using bus service plying between the southern and northern parts of Hong Kong Island, and the impact on bus passengers is kept to minimum. Please refer to **Appendix** for details of the revised PT Plans.

**A. Revised Service Details**

**NWFB 4X :**

<b>Terminating Points</b>	Wah Fu (South) – Central (Exchange Square) (Cir.)
<b>Peak Headway</b>	15 minutes
<b>Off-peak Headway</b>	15 minutes
<b>Full Fare Per Trip</b>	\$5.3
<b>Service Hours</b>	<u>Mondays to Saturdays (except Sundays &amp; Public holidays)</u> From 7 am to 8.20 pm
<b>Number of Vehicles</b>	4 air-conditioned double deckers

**CTB 7 :**

<b>Terminating Points</b>	Shek Pai Wan – Central (Central Ferry Piers)
<b>Route</b>	<p><u>Shek Pai Wan to Central (Central Ferry Piers)</u> Yue Kwong Road, Aberdeen Reservoir Road, Aberdeen Main Road, flyover, Aberdeen Praya Road, Shek Pai Wan Road, Wah Fu Road, Wah Fu (South) Bus Terminus, Wah Fu Road, Shek Pai Wan Road, Pok Fu Lam Road, (flyover, Chi Fu Road, Claymore Avenue, flyover, Po Fu Lam Road)**, Second Street, Water Street, Des Voeux Road West, Connaught Road West, Connaught Road Central, Man Kat Street, Pier Road, Man Kat Street, Man Cheung Street and Man Yiu Street</p> <p><u>Central (Central Ferry Piers) to Shek Pai Wan</u> Man Kwong Street, Man Yiu Street, Harbour View Street, Exchange Square Bus Terminus, Connaught Road Central, Jubilee Street, Queen’s Road Central, Queen’s Road West, Pok Fu Lam Road, (Claymore Avenue, Chi Fu Road, Pok Fu Lam Road)**, Shek Pai Wan Road, Wah Fu Road, Wah Fu (South) Bus Terminus, Wah Fu Road, Shek Pai Wan Road, Aberdeen Praya Road, Aberdeen Main Road, Aberdeen Reservoir Road and Yue Kwong Road</p> <p>**</p> <ul style="list-style-type: none"> <li>● Bus departing from Shek Pai Wan at 8.35 am on Mondays to Fridays (except public holidays)</li> <li>● Bus departing from Shek Pai Wan at 8.40 am on Saturdays (except public holidays)</li> <li>● Bus departing from Shek Pai Wan / Central after 11 pm will be diverted via Chi Fu Fa Yuen</li> </ul>
<b>Peak Headway</b>	15-20 minutes
<b>Off-peak Headway</b>	20 minutes

<b>Full Fare Per Single Trip</b>	\$5.3
<b>Service Hours</b>	From 5.15 am to 1 am
<b>Number of Vehicles</b>	8 air-conditioned double deckers

- B. Route Map**  
Please see **Drawing 2**

**Revised Public Transport Re-organisation Plans to tie in  
with the Commissioning of the WIL****Re-organisation of NWFB 43X, 46X  
(proposed to be re-numbered as NWFB 43M) and CTB 70, 70M and M47****I. Background**

The operating efficiency of NWFB 43X and 46X is not satisfactory, with an average peak patronage of only 29 and 23 passengers per trip respectively. The average non-peak patronage of NWFB 43X is even as low as only 13 passengers. It is expected that upon the commissioning of the WIL, the passengers' travel pattern will change and more residents in the western area of Southern District will use feeder services to travel to/from new railway stations. It is therefore necessary to re-organise these two routes to tie in with the commissioning of the WIL.

2. Meanwhile, the average peak patronage of CTB M47 is only 36 passengers per trip while its non-peak patronage is even as low as 25 passengers. According to the existing operating data of the route, about a quarter of its passengers are short-haul passengers plying between Kennedy Town and Central. Upon the commissioning of the WIL, many of these short-haul passengers will walk to the new railway stations nearby direct for using railway service to areas covered by its network, which will result in further ridership loss of CTB M47. It is therefore also necessary to re-organise the route to tie in with the commissioning of the WIL.

**Details of Existing Services****NWFB 43X :**

<b>Terminating Points</b>	Wah Kwai Estate – Wan Chai (Harbour Road) (Cir.)
<b>Peak Headway</b>	15-30 minutes
<b>Off-peak Headway</b>	20 minutes
<b>Average Peak Patronage Per Trip</b>	29 passengers
<b>Average Off-peak Patronage Per Trip</b>	13 passengers
<b>Full Fare Per Single Trip</b>	\$5.8
<b>Service Hours</b>	<u>Mondays to Saturdays</u> From 6.30 am to 11.20 pm <u>Sundays &amp; public holidays</u> From 6.50 am to 11.20 pm
<b>Number of Vehicles</b>	4 air-conditioned single deckers

**NWFB 46X (Morning peak only service) :**

<b>Terminating Points</b>	Tin Wan – Wan Chai (Harbour Road) (Cir.)
<b>Peak Headway</b>	15-20 minutes
<b>Average Peak Patronage Per Trip</b>	23 passengers
<b>Full Fare Per Single Trip</b>	\$6.5
<b>Service Hours</b>	<u>Mondays to Saturdays</u> (except Sundays & public holidays) From 6 am to 9 am
<b>Number of Vehicles</b>	2 air-conditioned double deckers & 1 air-conditioned single decker

**CTB 70 :**

<b>Terminating Points</b>	Aberdeen – Central (Exchange Square)
<b>Peak Headway</b>	4-12 minutes
<b>Off-peak Headway</b>	10-12 minutes
<b>Average Peak Patronage</b>	76%
<b>Average Off-peak Patronage</b>	37%
<b>Full Fare Per Single Trip</b>	\$4.7
<b>Service Hours</b>	From 5.30 am to 12.10 am
<b>Number of Vehicles</b>	11 air-conditioned double deckers

**CTB 70M (Morning peak only service) :**

<b>Terminating Points</b>	Wah Kwai to Admiralty Station (East)
<b>Peak Headway</b>	20-25 minutes
<b>Average Peak Patronage</b>	78%
<b>Full Fare Per Single Trip</b>	\$4.7
<b>Service Hours</b>	<u>Mondays to Saturdays</u> (except Sundays & public holidays) 7.05 am to 8.55 am
<b>Number of Vehicles</b>	3 air-conditioned double deckers

**CTB M47 :**

<b>Terminating Points</b>	Wah Fu (North) – Central (Hong Kong Station)
<b>Peak Headway</b>	14-20 minutes
<b>Off-peak Headway</b>	20 minutes
<b>Average Peak Patronage Per Trip</b>	36 passengers
<b>Average Off-peak Patronage Per Trip</b>	25 passengers
<b>Full Fare Per Single Trip</b>	\$5.1
<b>Service Hours</b>	From 6 am to 12.05 am
<b>Number of Vehicles</b>	6 air-conditioned single deckers

## **II. Proposed PT Plans**

3. In the first round consultation, the following PT Plans are proposed for these routes:

- (1) To amalgamate NWFB 43X and 46X and re-number the route to NWFB 43M (Tin Wan – Kennedy Town) (Cir.). The re-numbered route will travel via Wah Fu, Pok Fu Lam Road and Kennedy Town Station on Smithfield, with a proposed fare of \$5.3. Passengers plying between Tin Wan/Wah Kwai/Wah Fu/ Pok Fu Lam Road and Central and Western District/Wan Chai may still use other bus services, including the extended route CTB 70 plying between Wah Kwai and Central, as well as CTB 7, 40M, 90B and NWFB 4X. In the meantime, passengers plying between Central and Western District and Wan Chai may also use other bus services including CTB 1, 5B, 5X, 10 and NWFB 18P;**
- (2) To tie in with the amalgamation of NWFB 43X and 46X, the terminating point of CTB 70 (Aberdeen – Central (Exchange Square)) will be extended to Wah Kwai Estate (via Aberdeen Tunnel), with a view to providing alternative service to residents of Wah Kwai and Tin Wan to travel to/from Central and Wan Chai;**
- (3) After extending the terminating point of CTB 70 to Wah Kwai, its routing will overlap with that of CTB 70M (morning peak only service). It is therefore proposed to amalgamate CTB 70M (morning peak only service) with CTB 70; and**
- (4) CTB M47 will be cancelled. Residents plying between Wah Fu/Victoria Road and Central and Western District can take the bus/GMB services such as NWFB 4X, 971 and CTB 7 as well as GMB 58/58A and 59.**

## **III. First Round Public Consultation and Revised Proposals**

4. During the first round consultation, we have received comments from district councillors, local representatives and residents, in particular residents near Victoria Road, on the proposed cancellation of M47. We have also received strong requests from the community for keeping the local bus service in the district. Many residents from Southern District have also commented on re-organising NWFB 43X and 46X and extending CTB 70. Our initial responses to the major comments are set out below:

- (1) The routing of NWFB 43M, the renumbered service from amalgamating NWFB 43X and 46X, will be revised to travel between Wah Kwai and Kennedy Town, via Tin Wan, Wah Fu and Victoria Road. Apart from serving residents in Wah Fu, Wah Kwai and Tin Wan, the re-routed 43M will also provide residents along Victoria Road with feeder service to the nearest new railway stations. Cancellation of CTB M47 will be maintained.**

- (2) Octopus interchange concessions will be introduced between NWFB 43M and NWFB 4X/ CTB 7, to facilitate passengers from Wah Fu travelling to/from Pok Fu Lam Road (including Queen Mary Hospital);**
- (3) Octopus interchange concessions will be introduced between NWFB 43M and CTB 1, to facilitate passengers travelling between the western area of Southern District and Sai Wan/Central;**
- (4) Extension of CTB 70 to Wah Kwai will be maintained. Special trips of CTB 70 from Aberdeen to Central will be introduced during morning peak hours to provide service in coordination with the existing CTB 70P. It is expected that the headway of Aberdeen to Central bus service will be kept at about 4 to 11 minutes; and**
- (5) Octopus interchange concessions will be introduced between CTB 70 and CTB 789, to facilitate passengers travelling from Wah Kwai to Admiralty.**

4. We believe that the above proposals will provide appropriate alternative services and strike a balance between the needs of all parties concerned. Residents may still enjoy using bus services plying between different parts of Hong Kong Island, and the impact on bus passengers is kept to minimum. Please refer to **Appendix** for details of the revised PT Plans.

**A. Revised Service Details**

**NWFB 43M :**

<b>Terminating Points</b>	<b>Wah Kwai – Kennedy Town</b>
<b>Route</b>	Tin Wan Praya Road, flyover, Shek Pai Wan Road, Tin Wan Street, Tin Wan Hill Road, flyover, Aberdeen Praya Road, Shek Pai Wan Road, Wah Fu Road, Wah King Street, Wah Chui Street, <b>Victoria Road</b> , Cadogan Street, Catchick Street, Smithfield, Forbes Street, Davis Street, Belcher’s Street, Victoria Road, Wah Chui Road, Wah King Street, Wah Fu Road, Shek Pai Wan Road, Tin Wan Street, Tin Wan Hill Road, flyover and Tin Wan Praya Road
<b>Peak Headway</b>	12-15 minutes
<b>Off-peak Headway</b>	15 minutes
<b>Full Fare Per Trip</b>	\$5.3
<b>Service Hours</b>	From 6.30 am to 11 pm
<b>Number of Vehicles</b>	5 air-conditioned single deckers 2 air-conditioned double deckers

**CTB 70 :**

<b>Terminating Points</b>	<b>Wah Kwai Estate – Central (Exchange Square)</b>
<b>Route</b>	<p><u>Wah Kwai to Central (Exchange Square)</u> Tin Wan Praya Road, flyover, Shek Pai Wan Road, Aberdeen Praya Road, Wu Nam Street, @Aberdeen Bus Terminus, Aberdeen Main Road, Wong Chuk Hang Road, Aberdeen Tunnuel <b>**</b>[flyover, Wong Nai Chung Road, Morrision Hill Road, Leighton Road, Canal Road West, flyover], Gloucester Road, Harcourt Road, flyover, Connaught Road Central, Pedder Street, Connaught Place and Harbour View Street</p> <p><u>Central (Exchange Square) to Wah Kwai</u> Connaught Road Central, Cotton Tree Drive slip road, Queensway, Tamar Street, Drake Street, Admiralty Station (East), Rodney Street, Queensway, Arsenar Street, flyover, Gloucester Road, flyover, Aberdeen Tunnel, Wong Chuk Hang Road, Aberdeen Praya Road and Tin Wan Praya Road</p> <p><b>** Journeys will be diverted during periods of traffic congestion @ Special short-working trips from Aberdeen Bus Terminus to Central (Exchange Square) will be provided in morning peak periodon Mondays to Saturdays (except public holidays)</b></p>



<b>Peak Headway</b>	<ul style="list-style-type: none"> <li>● 20 minutes (Wah Kwai and Central)</li> <li>● 4-11 minutes (from Aberdeen to Central, combined frequency of special departures from Aberdeen and CTB 70P)</li> </ul>
<b>Full Fare Per Trip</b>	\$4.7
<b>Service Hours</b>	From 5.25 am to 12.10 am
<b>Number of Vehicles</b>	13 air-conditioned double deckers

**B. New Octopus Interchange Concession**

**Between Wah Kwai/Tin Wan & Pok Fu Lam**

<b>1<sup>st</sup> Trip</b>	<b>Destination</b>	<b>Fare</b>	<b>2<sup>nd</sup> Trip</b>	<b>Destination</b>	<b>Fare</b>	<b>Discount</b>	<b>Total</b>	<b>Interchange Location</b>
NWFB 43M	Kennedy Town	\$5.3	NWFB 4X / CTB 7	Central	\$5.3	\$4.8	\$5.8	Wah Fu (South) Bus Terminus
NWFB 4X / CTB 7	Wah Fu (South) / Shek Pai Wan	\$5.3/ \$4.1/ \$4.0	NWFB 43M	Wah Kwai	\$3.7	\$3.7	\$5.3/ \$4.1/ \$4.0	Wah Fu (South) Bus Terminus

**Between Wah Kwai/ Tin Wan/ Victoria Road & Sai Wan/ Central**

<b>1<sup>st</sup> Trip</b>	<b>Destination</b>	<b>Fare</b>	<b>2<sup>nd</sup> Trip</b>	<b>Destination</b>	<b>Fare</b>	<b>Discount</b>	<b>Total</b>	<b>Interchange Location</b>
NWFB 43M	Kennedy Town	\$5.3	CTB 1	Happy Valley (Upper)	\$3.4	\$3.4	\$5.3	Vicotira Road near Sai See Street
CTB 1	Felix Villa	\$3.4	NWFB 43M	Wah Kwai	\$5.3	\$3.4	\$5.3	Vicoria Road near Ka Wai Man Road

**From Wah Kwai to Admiralty**

<b>1<sup>st</sup> Trip</b>	<b>Destination</b>	<b>Fare</b>	<b>2<sup>nd</sup> Trip</b>	<b>Destination</b>	<b>Fare</b>	<b>Discount</b>	<b>Total</b>	<b>Interchange Location</b>
CTB 70	Central	\$4.7	CTB 789	Admiralty	\$3.4	\$3.4	\$4.7	Old Wan Chai Police Station Gloucester Road

**C. Route Map**

Please see **Drawing 3**

**Revised Public Transport Re-organisation Plans  
to tie in with the Commissioning of the WIL**

**Frequency Adjustments of Franchised Bus Routes  
Subject to Changes in Ridership**

**I. Background**

In the light of the expected changes in ridership upon the commissioning of the new railway, some franchised bus routes may, apart from re-routeing, only have to adjust their frequencies according to the actual changes in ridership without further service re-organisation.

**II. First Round Public Consultation**

2. During the first round consultation, concerns have been raised by district councillors, local representatives and residents about the impossibility of carrying out accurate assessment on ridership before the opening of the new railway. They expect that clear guidelines on frequency adjustments will be provided for their reference.

3. It should be noted that all bus frequency adjustments will be implemented according to the actual changes in ridership upon the commissioning of the new railway. We will closely monitor the changes in passengers' travel demands by then, including carrying out site surveys to collect data of changes in ridership and implementing adjustments progressively within around three months taking into account the actual situation.

4. Frequency adjustments of franchised bus routes will be implemented in accordance with the established guidelines as follows:

**Frequency Improvement**

If the occupancy rate of any bus route reaches 100% during any half hour of the peak period and 85% during that one hour, or reaches 60% during the busiest one hour of the off-peak period, consideration will be given to the deployment of more vehicles to improve the service level. In increasing the vehicle allocation, priority will be given to redeploying vehicles saved from other rationalisation measures.

**Frequency Reduction**

If the average occupancy rate of an individual route is below 85% during the peakiest half hour of the peak period, or below 30% during the off-peak period, consideration will be given to reducing bus deployment and frequencies of those routes. Railway feeder routes, socially essential routes, and routes with peak headways at 15 minutes or more and off-peak headway at 30 minutes or more will be considered on individual merits.

5. To tie in with the commissioning of the WIL, we will closely monitor the ridership of three franchised bus routes in the Southern District and make timely adjustments in the light of changes in ridership. Following the established practice, the bus companies will publicise the arrangements at bus stops and revise the schedules of service as appropriate for passengers' information. Details of these three routes are listed as follows:

<b>Route</b>	<b>Origin-Destination</b>	<b>Existing Number of Vehicles</b>	<b>Existing Peak Headway (Minutes)</b>	<b>Existing Average Peak Patronage</b>
CTB 71  <b>[Remarks : Re-routeing of CTB 71 upon the commissioning of WIL will be shelved]</b>	Wong Chuk Hang – Central (Wing Wo Street) (Cir.)	6	17/18	81%
NWFB 970	Cyberport – So Uk	20	5-10	94%
NWFB 970X (Supplementary Service)	Aberdeen – So Uk	13	8-15	90%

**Revised Public Transport Re-organisation Plans  
to tie in with the Commissioning of the WIL**

**Proposals relating to Green Minibus (GMB) Service**

**I. Background**

In view of the expected changes in ridership upon the commissioning of the new railway, it is necessary to adjust some GMB services in the districts, including introducing new short-working GMB routes to provide passengers with feeder service to new railway stations.

**II. First Round Public Consultation and Revised Proposals**

2. During the first round consultation, it is noted that many residents are highly concerned about the GMB service levels in the districts and they generally support the proposed introduction of new short-working GMB routes. In addition, some residents have proposed that the role of GMB as feeder service to railway stations should be enhanced in the western area of Southern District, where railway network has yet covered. Our responses to the major comments are set out below:

**(i) Proposed Feeder Service Enhancement to New Railway Stations**

<b>Origin-Destination</b>	<b>Proposed Arrangements</b>
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 (i.e. <b>GMB 58M</b> ) 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. Please refer proposed service details to <b><u>Appendix</u></b> °
<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 (i.e. <b>GMB 54M</b> ) 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. Please refer proposed service details to <b><u>Appendix</u></b> °

<b>Origin-Destination</b>	<b>Proposed Arrangements</b>
<u>Proposed new whole day short-working service:</u> Kennedy Town Station – Chi Fu Fa Yuen (Cir.)	It is proposed to introduce a new whole day short-working service (i.e. <b>GMB 23M</b> ) under existing GMB 23 [Kennedy Town (Hau Wo Street) – Pok Fu Lam]. The short-working service will travel via Pok Fu Lam Road. The proposed fare is \$5.5. Please refer proposed service details to <b>Appendix</b> .

**(ii) Proposed Frequency Adjustments Subject to Changes in Ridership**

3. To tie in with the commissioning of the WIL, the operating conditions of the 16 GMB routes in the Southern District will be closely monitored. Following the established practice, we will also closely observe their ridership and service levels and ensure that the provision of service is in compliance with the schedules of services while meeting passengers' demands. Furthermore, we will follow up the service levels with GMB operators and make timely adjustments with reference to the actual ridership. Details of these 16 GMB routes are listed as follows:

<b>Route</b>	<b>Origin - Destination</b>	<b>Existing Headway (Minutes)</b>
GMB 23	Kennedy Town (Hau Wo Street) – Pok Fu Lam (Cir.)	4-5
GMB 51	Tin Wan Estate – Aberdeen (Cir.)	4-12
GMB 51A (Supplementary Service)	Wah Kwai Estate – Tin Wan Estate (Cir.)	7-12
GMB 51S	Wah Kwai Estate – Aberdeen (Cir.)	5-15
GMB 58	Kennedy Town – Aberdeen (Wu Nam Street)	8-15
GMB 63	South Horizons – Queen Mary Hospital	5-15
GMB 8	Baguio Villa (Lower) – Central (Exchange Square)	6-10
GMB 10	Cyberport Public Transport Interchange – Causeway Bay (Jaffe Road)	7-10
GMB 22	Pok Fu Lam Gardens – Central (Exchange Square)	6-12
GMB 22S (Supplementary Service)	Pok Fu Lam Gardens – Central (Central Ferry Piers)	10-25
GMB 28	Baguio Villa (Upper) – Causeway Bay (Sun Wui Road)	6-15
GMB 31	Tin Wan Estate – Causeway Bay (Jaffe Road)	10-30
GMB 54	Central (Ferry Piers) – Queen Mary Hospital (Cir.)	8-10
GMB 55	Queen Mary Hospital –	5-8

<b>Route</b>	<b>Origin - Destination</b>	<b>Existing Headway (Minutes)</b>
	Central Station (Connaught Road Central) (Cir.)	
GMB 69	Cyberport - Quarry Bay (Shipyard Lane) (Cir.)	9-15
GMB 69X	Cyberport - Causeway Bay (Lockhart Road) (Cir.)	6-20

**Proposed Service Details of New Feeder Service :**

**GMB 54M :**

<b>Terminating Points</b>	Queen Mary Hospital - Kennedy Town Sation (Cir.)
<b>Service Hours</b>	7 am to 8 pm
<b>Headway</b>	15-20 minutes
<b>Full Fare Per Single Trip</b>	\$5.0

**GMB 58M :**

<b>Terminating Points</b>	Kennedy Town Sation – Cyberport Public Transport Interchange (Cir.)
<b>Service Hours</b>	<u>Mondays to Fridays (except public holidays)</u> 7.30 am to 9 am 5.30 pm to 7 pm
<b>Headway</b>	20-30 minutes
<b>Full Fare Per Single Trip</b>	\$5.9

**GMB 23M :**

<b>Terminating Points</b>	Chi Fu – Kennedy Town Sation (Cir.)
<b>Service Hours</b>	7 am to 8 pm
<b>Headway</b>	12-13 minutes
<b>Full Fare Per Single Trip</b>	\$5.5

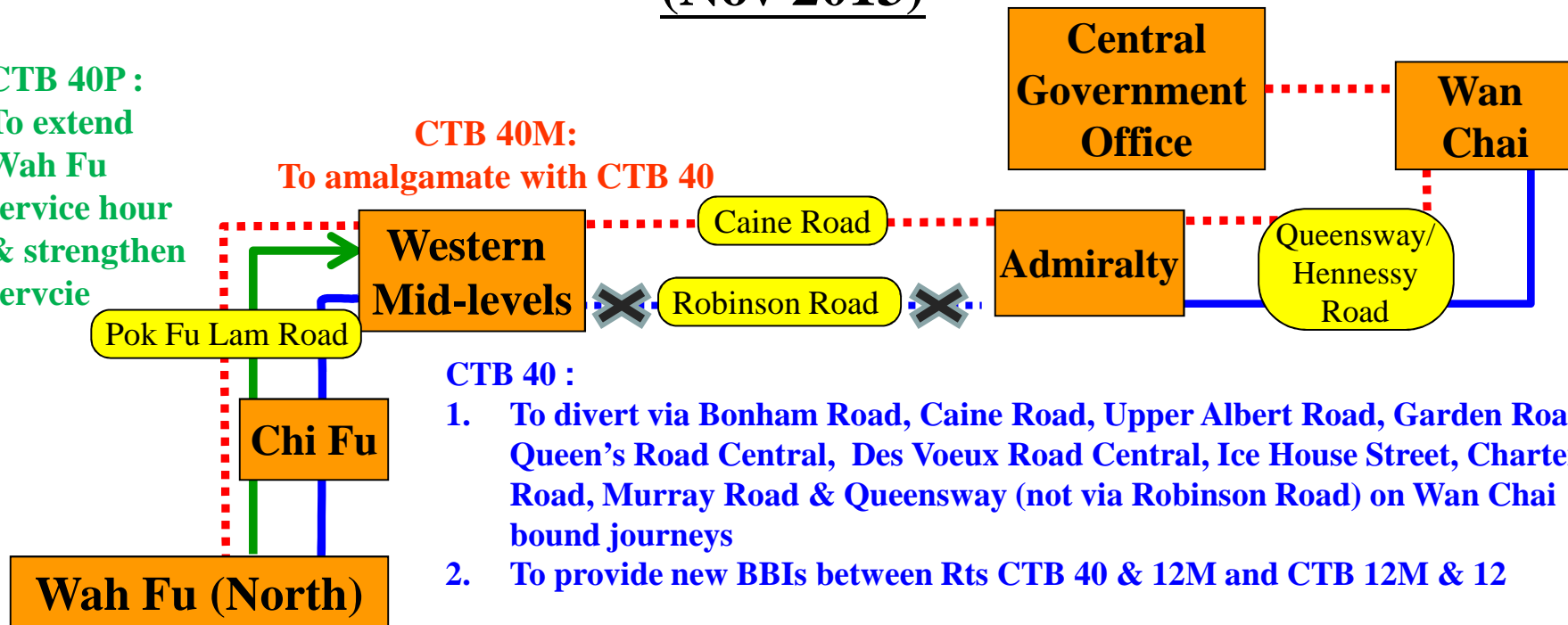
# Re-organisation of CTB 40 & 40M

## (Nov 2013)

Drawing 1

**CTB 40P :**  
To extend  
Wah Fu  
service hour  
& strengthen  
service

**CTB 40M:**  
To amalgamate with CTB 40



**CTB 40 :**

1. To divert via Bonham Road, Caine Road, Upper Albert Road, Garden Road, Queen's Road Central, Des Voeux Road Central, Ice House Street, Charter Road, Murray Road & Queensway (not via Robinson Road) on Wan Chai bound journeys
2. To provide new BBIs between Rts CTB 40 & 12M and CTB 12M & 12

### Legend

**CTB 40** [Wah Fu (North) –Wan Chai Ferry Pier] —————

(1. To divert via Bonham Road, Caine Road, Upper Albert Road, Garden Road, Queen's Road Central, Des Voeux Road Central, Ice House Street, Charter Road, Murray Road & Queensway (not via Robinson Road) on Wan Chai bound journeys .....)

2. To provide new BBIs between Rts CTB 40 & 12M and CTB 12M & 12)

**CTB 40M** [Wah Fu (North) – Admiralty (Central Government Office)]

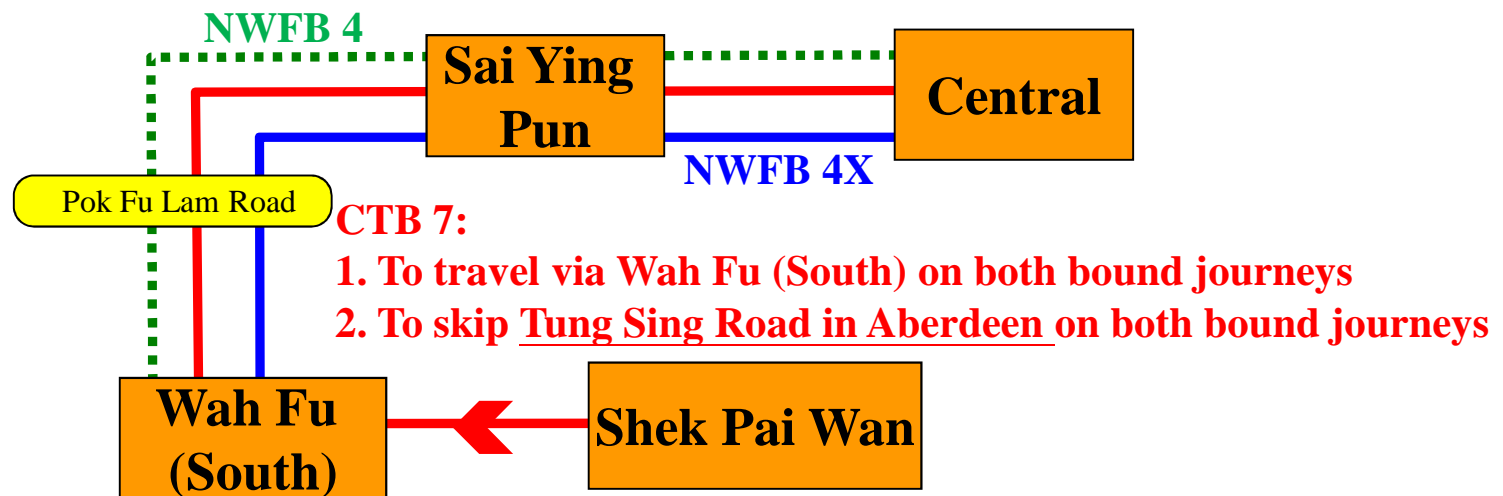
(To amalgamate with CTB 40 .....)

**CTB 40P** [Wah Fu / Wah Kwai / Shum Wan to Robinson Road]

(To extend Wah Fu service hour & strengthen service —————)



Re-organisation of NWFB 4, 4X & CTB 7  
(Nov 2013)



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 Piers] —

(To travel via Wah Fu (South) &

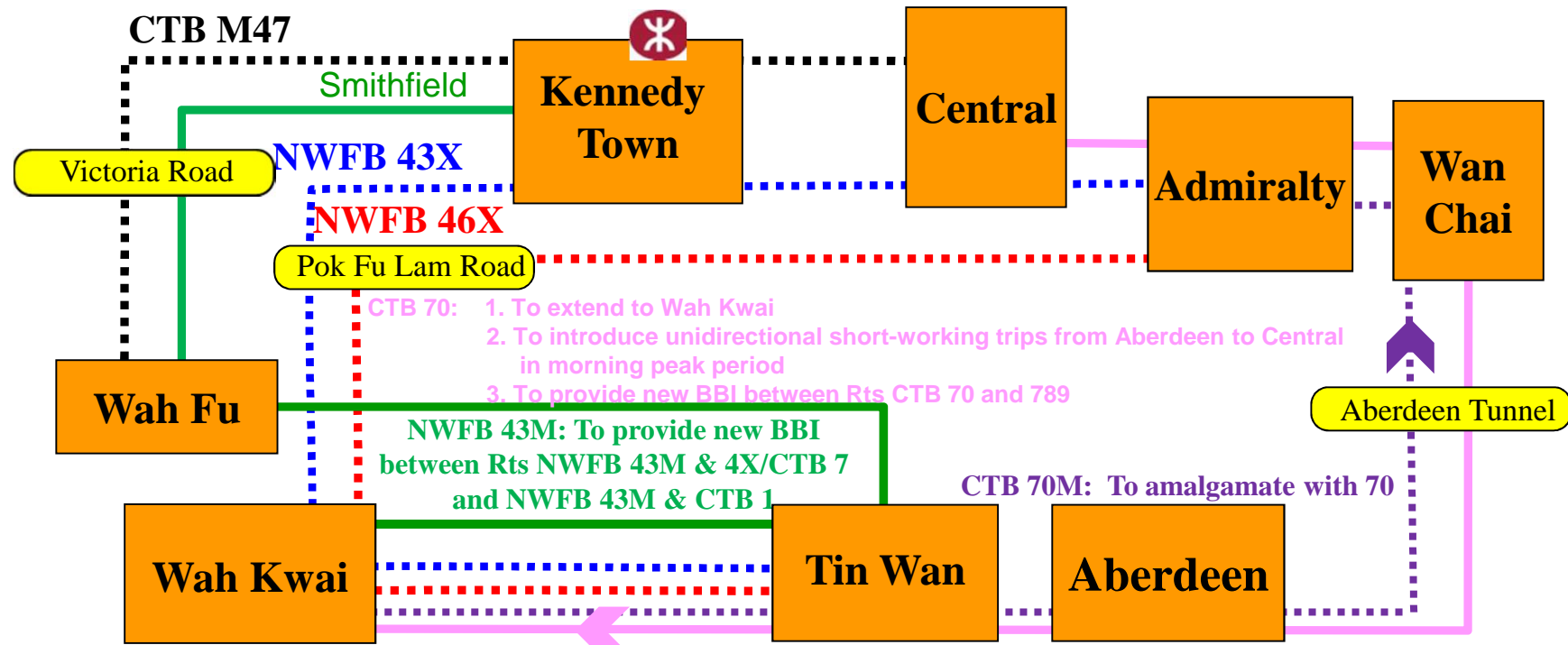
To skip Tung Sing Road in Aberdeen on both bound journeys)

# Re-organisation of NWFB 43X & 46X

Drawing 3

(Proposed re-numbered feeder service NWFB 43M) **and**

**CTB 70, 70M and M47 (Nov 2013)**



## 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 [Wah Kwai-Kennedy Town] (Cir.) —————

(1. Proposed re-numbered feeder service 2. To provide new BBI between NWFB 43M & 4X/CTB 7 and NWFB 43M & CTB 1)

CTB 70 [Aberdeen-Central (Exchange Square)]

(1. To extend to Wah Kwai 2.To introduce unidirectional short-working trips from Aberdeen to Central in morning peak period

3. To provide new BBI between Rts CTB 70 and 789 —————)

CTB 70M [Wah Kwai –Admiralty (East)] (Morning peak service only) (To amalgamate with CTB 70 .....)

CTB M47 [Wah Fu (North) – Central (Hong Kong Station)] (Proposed route cancellation .....)