

Bus Route Development Programme 2011-12

Island District

Purpose

This paper elaborates the Bus Route Development Programme (BRDP) for 2011-12 in respect of the Island District for members' comments.

BRDP for 2011-12

2. The BRDP for 2011-2012 in respect of the Island District has been devised with a number of service improvement measures proposed by the bus companies, such as increasing service frequencies, extending/ altering service routes to meet passengers' needs. Bus routing arrangements for this district is set out at **Annex I** for members' reference.

BRDP planning considerations

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

- (a) It is the Government's transport policy to develop railways, which provide an environmentally friendly and efficient mass carrier service, as the backbone of Hong Kong's transport system. In the past few years, new railways have been completed in Hong Kong one after another. With the commissioning of the Kowloon Southern Link in 2009, passengers can interchange between the East Rail Line and the West Rail Line, making travelling between the Hong Kong Island, Kowloon and the New Territories more convenient. The completion of new railways has significantly enlarged the railway catchment area. In addition to promoting maximum utilisation of railways supplemented by feeder services of other public transport modes, we will also continue to encourage franchised bus companies to improve the quality of their services, which will continue to play an important role in our public transport system, particularly for areas not accessible by railways. As for other public transport modes, they will continue to play a complementary role to railways and franchised bus services;
- (b) Public transport services will be provided in an environmentally acceptable manner to ensure the sustainable development of Hong Kong. We will introduce appropriate measures, such as the proper reduction of bus flow in busy districts (including Mong Kok, Tsim Sha Tsui, Central, Wan Chai and Causeway Bay) and the reduction of bus emissions, to mitigate the environmental impact of transport activities; and

- (c) In the light of the continuous expansion of our railway network, we will further improve the public transport network by carrying out effective inter-modal coordination, rationalising services to meet the demand, and eliminating cut-throat competition and service duplication with a view to reducing congestion and maintaining an efficient public transport system.

Principles governing the formulation of BRDP

4. In the formulation of BRDP, the Transport Department (TD) and franchised bus companies have primarily taken into consideration the principles set out at paragraphs 6 to 15.

Service Enhancement

5. Basically, every major developed district in Hong Kong is served by one bus route or more as well as other supplementary modes of transport such as the green minibus. To tie in with demographic changes, bus frequency will be adjusted according to the patronage of and passenger demand for existing bus services, and new bus services will be introduced as the circumstances may require.

(A) Frequency Improvement

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

(B) Introduction of New Bus Services

7. If the adjustment described in paragraph 6 above is insufficient to meet demands and no practical alternatives are available, we will consider the provision of new bus routes with priority for providing new bus service to serve areas that are beyond the catchment area of railways or railway feeders. In approving any new bus service, we will also consider the impact of such new service on the traffic condition on major roads, and will as far as possible refrain from introducing long haul bus routes or routes that operate via busy districts such as Mong Kok, Tsim Sha Tsui, Central, Wanchai and Causeway Bay, etc.

8. To improve the environment, the efficiency of bus operation and traffic congestion, TD has been committed to reducing the number of bus trips along busy corridors (through route cancellation, amalgamation and truncation as well as frequency reduction) and reducing bus stoppings. If it is inevitable for the new routes or enhanced services of existing routes to operate via the busy districts, the bus operators will have to reduce the same number of trips plying through the same districts from other routes.

(C) Introduction of Bus-bus Interchange Schemes

9. We have been working with bus operators to introduce bus-bus interchange schemes at appropriate and feasible locations to enable bus passengers to reach more destinations through interchanging with fare concessions. Such interchange schemes reduce the need for new long haul and direct point-to-point bus service, enable better utilisation of limited road space and bus resources, enhance the efficiency of the overall bus network, and lessen the traffic congestion and environmental problems caused by duplication of bus services.

(D) Improvement of Service Quality

10. In order to improve the quality of services and meet passenger demand, air-conditioning system, octopus card payment system, low-floor for boarding/alighting, environmentally friendly engine and 2x2 seating design have been included by franchised bus companies as the standard facilities of newly acquired buses.

Service Reduction

11. For bus routes with low utilisation and subject to their actual performance, we will implement different measures to enhance their efficiency. Such measures may include adjusting the bus routing, service frequency and timetable, reducing the number of bus stops, truncation, amalgamation and cancellation of routes, etc as appropriate.

(A) Frequency Reduction

12. 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, we will consider reducing bus deployment for those routes. However, railway feeder routes, socially essential routes, and routes with peak headway at 15 minutes or more and off-peak headway at 30 minutes or more will be considered on individual merits. Measures such as the replacement of double-decker buses with single-deck air-conditioned buses will be adopted for better utilisation of bus resources and enhancement of the overall efficiency of bus network.

(B) Route Cancellation / Amalgamation

13. If the utilisation of a low-frequency route does not improve (i.e. a bus route with the highest occupancy rate lower than 50%, despite its headways having already been reduced to 15 minutes and 30 minutes during peak hours and off-peak hours respectively), we will consider proposing cancellation of the route or amalgamation of the route with other route(s), after evaluating the impact on passengers and taking account of alternatives available, including the service levels and fares of the alternatives.

(C) Route Truncation

14. To optimise the use of resources, TD will review with relevant bus operators the

feasibility of truncating bus routes, in particular those where the majority of passengers will have alighted en-route. The following factors will be considered in formulating route truncation proposals :

- (a) the number of affected passengers should not be excessive. As a reference benchmark, TD will examine routes with an occupancy rate of not more than 20% to 30% at the proposed truncation points during the busiest hour;
- (b) availability of road and kerbside space to accommodate passengers who need to interchange for other bus services to their final destinations; and
- (c) availability of terminal space near the proposed truncation points.

15. TD and franchised bus companies will also take into account the following factors in considering the BRDP:

- (a) existing and planned public transport services in the district;
- (b) development of the district;
- (c) completion of transport infrastructures;
- (d) benefit to passengers;
- (e) impact on traffic congestion and the environment;
- (f) impact on the franchised bus operator concerned;
- (h) impact on other public transport operators;
- (i) cost-effectiveness; and
- (j) public views and suggestions.

Advice Sought

16. Members are requested to express their views on BRDP for 2011-12.

Transport Department
March 2011

Bus Route Development Programme 2011-2012 for Islands District

Service Improvement Items

| Implement ation Date | Bus Company | Route No. | TERMINAL POINTS | Peak Frequency (min.) | | Vehicle Allocation | | | | | | REMARKS |
|-------------------------|----------------|--------------|--|-----------------------|----------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--|
| | | | | Existing | Proposed | Existing | | Proposed | | CHANGE | | |
| | | | | | | Single Deck Bus | Double Deck Bus | Single Deck Bus | Double Deck Bus | Single Deck Bus | Double Deck Bus | |
| 2Q11 | Long Win | S64 | Tung Chung (Yat Tung Estate) - Airport (Passenger Terminal Building) (via Tung Chung Station Bus Terminus) (circular) | 6-12 | 6-12 | 0 | 7 | 0 | 8 | 0 | +1 | Change from circular to point-to-point operation between Tung Chung Yat Tung Estate and Airport (Ground Transportation Centre). Journeys to Passenger Terminal Building will be re-routed via Cheong Hong Road and Passenger Terminal 2. Journeys to Yat Tung Estate will remain running via Cheong Tat Road. (see Map 1). Route S64P and the 4 special departures from Super Terminal One to Yat Tung Estate in the afternoon will be maintained. |
| 3Q11 | Long Win | A31 | Tsuen Wan (Discovery Park) - Airport (Ground Transportation Centre) | 15/20 | 15/20 | 0 | 7 | 0 | 8 | 0 | +1 | Terminal point in Tsuen Wan relocated from Discovery Park Bus Terminus to Tsuen Wan West Station Public Transport Interchange (PTI). <u>Routing to Airport</u> : Tsuen Wan West Station PTI, Tai Ho Road, Sha Tsui Road, Tai Chung Road, Castle Peak Road, Tsuen King Circuit, Discovery Park Bus Terminus.....resume existing routing. <u>Routing to Tsuen Wan</u> : Airport (Ground Transportation Centre) follow existing routing Castle Peak Road, Sai Lau Kok Road, Mei Wan Street, Discovery Park Bus Terminus, Tsuen King Circuit, Castle Peak Road, Tai Chung Road, Sha Tsui Road, Tai Ho Road, and Tsuen Wan West Station PTI. <u>Additional Bus Stop (To Airport)</u> (1) Tsuen Wan West Station PTI (2) Tai Chung Road near Pak Tin Par Street <u>Additional Bus Stop (To Tsuen Wan)</u> (1) Tai Chung Road near Hoi Par Street (2) Sha Tsui Road outside Moon Lok Dai Ha (3) Tsuen Wan West Station PTI No cancellation of bus stop on both bound journeys. (see Map 2) |
| 3Q11 | Long Win | E32 | Kwai Fong Station - AsiaWorld-Expo | 9-13 | 9-12 | 0 | 12 | 0 | 13 | 0 | +1 | Frequency improvement with vehicle addition subject to demand. |
| 3Q11 | Long Win | E34 | Tin Shui Wai Town Centre - Airport (Ground Transportation Centre) | 9-12 | 9-12 | 0 | 28 | 0 | 29 | 0 | +1 | Frequency improvement with vehicle addition subject to demand. |
| 3Q11 | Long Win | E41 | Tai Po Tau - AsiaWorld-Expo | 10-12 | 10-12 | 0 | 14 | 0 | 15 | 0 | +1 | Frequency improvement with vehicle addition subject to demand. |

Bus Route Development Programme 2011-2012 for Islands District

Service Improvement Items

| Implement ation Date | Bus Company | Route No. | TERMINAL POINTS | Peak Frequency (min.) | | Vehicle Allocation | | | | | | REMARKS |
|-------------------------|----------------|--------------|---|--|--|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|---|
| | | | | Existing | Proposed | Existing | | Proposed | | CHANGE | | |
| | | | | | | Single Deck Bus | Double Deck Bus | Single Deck Bus | Double Deck Bus | Single Deck Bus | Double Deck Bus | |
| 3Q11 | Long Win | E42 | Sha Tin (Pok Hong) - Airport (Ground Transportation Centre) | 8-10 | 8-10 | 0 | 16 | 0 | 17 | 0 | +1 | Frequency improvement with vehicle addition subject to demand. |
| 3Q11 | Long Win | S1 | Tung Chung Station Bus Terminus - AsiaWorld-Expo (via Passenger Terminal Building) (circular) | 7/8 | 5/6 | 0 | 3 | 0 | 4 | 0 | +1 | Frequency improvement with vehicle addition subject to demand. |
| 4Q11 | Citybus(F2) | E22P | Yau Tong Temporary Bus Terminus - AsiaWorld-Expo | 10 trips (Mon-Fri except Public Holiday) | 10 trips (Mon-Fri except Public Holiday) | 0 | 6 | 0 | 6 | 0 | 0 | Terminal point in Yau Tong relocated from Yau Tong Temporary Bus Terminus to Yau Tong Estate (Phase 4) PTL. <u>Routing to AsiaWorld Expo / Tung Chung</u> : Yau Tong Estate (Phase 4) PTL, Ko Chiu Roadresume existing routing. (for routes E22P and N26 only) <u>Routing to Yau Tong</u> : AsiaWorld-Expo/Tung Chung/Disneyland Resort PTL, follow existing routing Ko Chiu Road and Yau Tong Estate (Phase 4) PTL. <u>Additional bus stop for both bound journeys</u> (1) Yau Tong Estate (Phase 4) PTL <u>Bus stop to be cancelled</u> (1) Yau Tong Temporary Bus Terminus (see Map 3) |
| 4Q11 | Citybus(F2) | N26 | Yau Tong Temporary Bus Terminus - Tung Chung Station Bus Terminus | 4 Trips Daily | 4 Trips Daily | 0 | 3 | 0 | 3 | 0 | 0 | |
| 4Q11 | Citybus(F2) | R22 | Disney and Resort Public Transport Interchange to Yau Tong Temporary Bus Terminus | 2 Trips Daily | 2 Trips Daily | 0 | 2 | 0 | 2 | 0 | 0 | |
| 3Q12 | Long Win | A41P | Ma On Shan (Yiu On) - Airport (Ground Transportation Centre) | 30 | 20/30 | 0 | 6 | 0 | 7 | 0 | +1 | Frequency improvement with vehicle addition subject to demand. |
| 3Q12 | Long Win | E31 | Tsuen Wan (Discovery Park) - Tung Chung (Yat Tung Estate) | 10 | 9/10 | 0 | 13 | 0 | 14 | 0 | +1 | Frequency improvement with vehicle addition subject to demand. |
| 3Q12 | Long Win | E33P | Siu Hong Station - Airport (Ground Transportation Centre) | 10 trips (Mon-Sat) | 11 trips (Mon-Sat) | 0 | 6 | 0 | 7 | 0 | +1 | Subject to demand, increase 1 trip from Siu Hong Station to Airport in the morning (Monday to Saturday). 8 trips daily maintained on Sundays and Public Holidays. |
| 3Q12 | Long Win | E34 | Tin Shui Wai Town Centre - Airport (Ground Transportation Centre) | 9-12 | 9-11 | 0 | 29 | 0 | 30 | 0 | +1 | Frequency improvement with vehicle addition subject to demand. |
| 3Q12 | NLB | 38/38P | Tung Chung (Yat Tung Estate) - via Tung Chung Station Bus Terminus (circular) | 2/3 | 2/3 | 17 | 0 | 18 | 0 | +1 | | Frequency improvement with vehicle addition subject to demand. |

Map 1 -- Re-routing of Long Win Route S64

Passenger Terminal 2

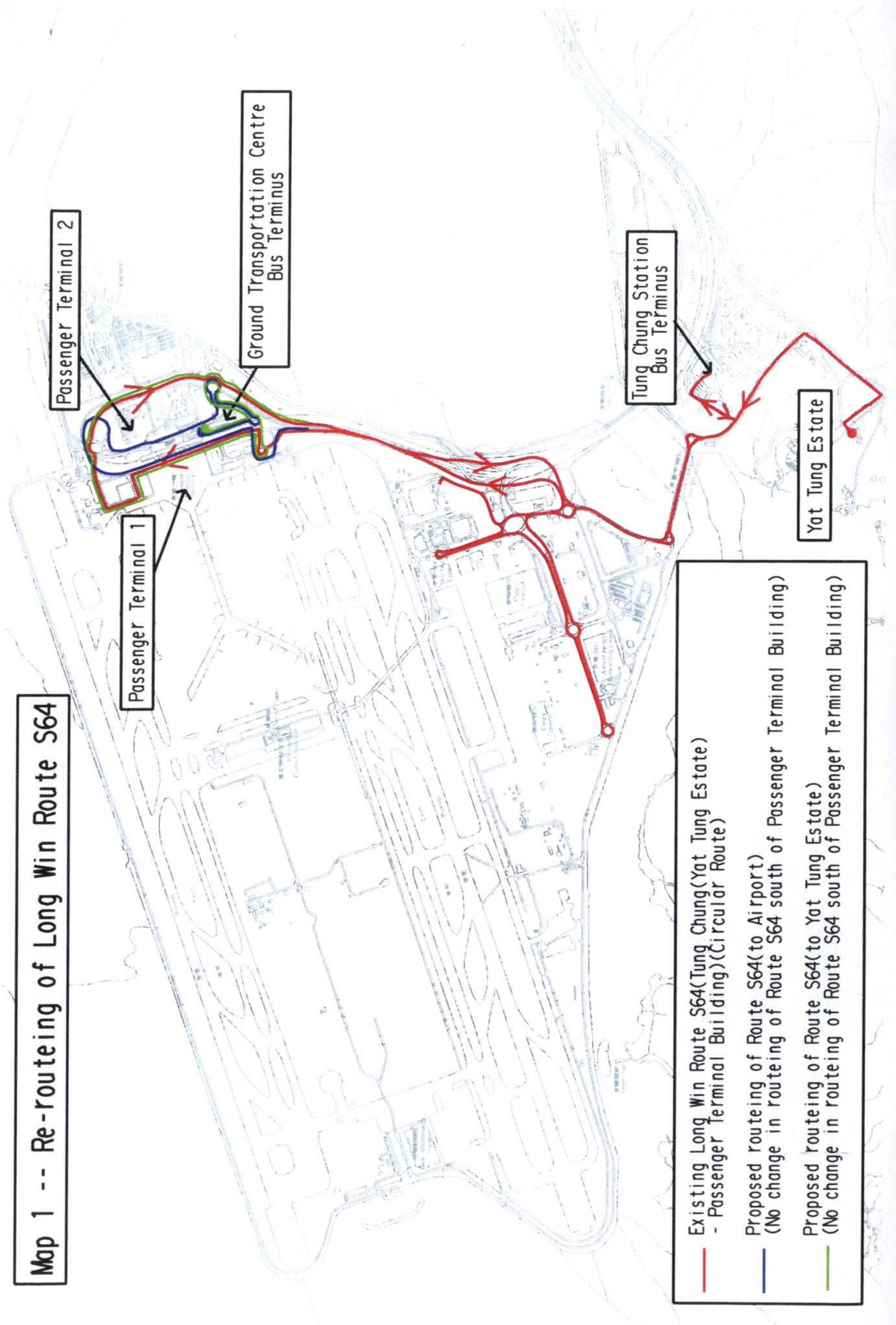
Passenger Terminal 1

Ground Transportation Centre
Bus Terminus

Tung Chung Station
Bus Terminus

Yat Tung Estate

- Existing Long Win Route S64(Tung Chung(Yat Tung Estate)
- Passenger Terminal Building)(Circular Route)
- Proposed routing of Route S64(to Airport)
(No change in routing of Route S64 south of Passenger Terminal Building)
- Proposed routing of Route S64(to Yat Tung Estate)
(No change in routing of Route S64 south of Passenger Terminal Building)






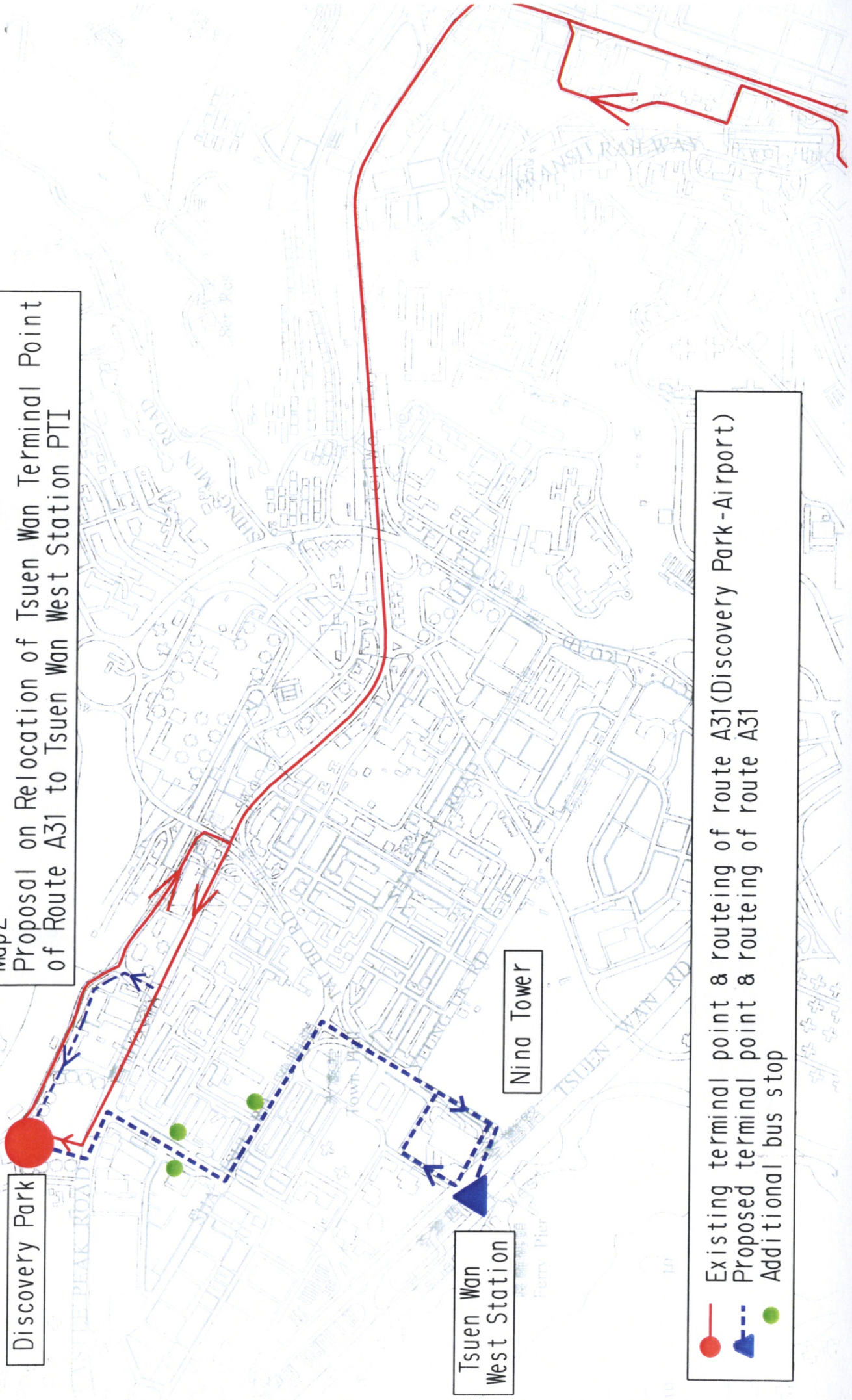
Map2 -
Proposal on Relocation of Tsuen Wan Terminal Point
of Route A31 to Tsuen Wan West Station PTI

Discovery Park

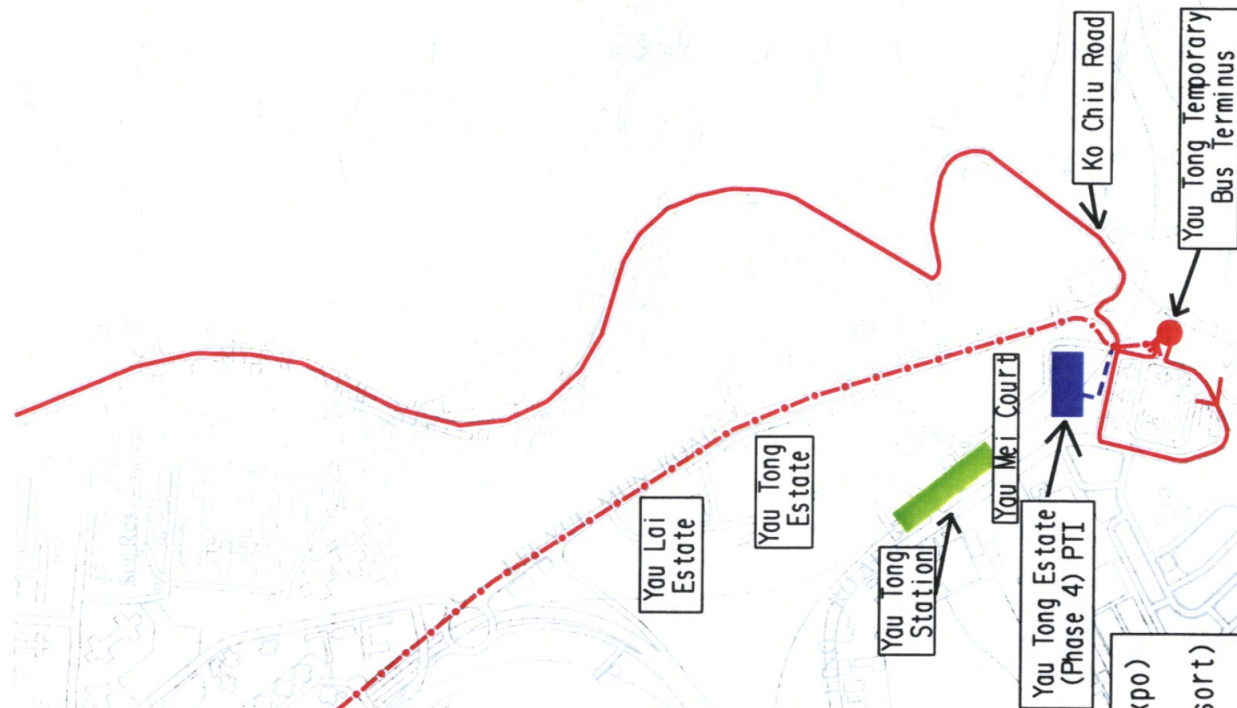
Tsuen Wan
West Station

Nina Tower

-  Existing terminal point & routing of route A31(Discovery Park-Airport)
-  Proposed terminal point & routing of route A31
-  Additional bus stop



Map3 -
 Proposal on Relocation of Yau Tong Terminal Point
 of Bus Routes E22P, N26 and R22 to Yau Tong Estate
 (Phase 4) Public Transport Interchange



- Existing terminal point & routing of CTB routes E22P (Yau Tong - AsiaWorld-Expo) & N26 (Yau Tong - Tung Chung Station)
- Existing terminal point & routing of CTB route R22 (Yau Tong - Disneyland Resort)
- Proposed terminal point & routing of CTB routes E22P/N26/R22 (Bus routing between Lam Tin and AsiaWorld-Expo/Tung Chung /Disneyland Resort remain unchanged after terminal point relocation)