

2020-21年度 南區巴士路線計劃

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

新巴第33X號線 (數碼港 往 西灣河(太康街))

NWFB Route 33X (Cyberport to Sai Wan Ho (Tai Hong Street))

- 建議在上午及下午繁忙時間各增加一個第33X號線的班次。

To add one departure of Route No. 33X in both a.m. peak hours and p.m. peak hours.

| | 現時服務時間 Existing Service | 建議的服務時間 (暫定) Proposed Service (Tentative) |
|----|------------------------------------|--|
| 上午 | 7時45分 (7.45 a.m.) | 7時45分 (7.45 a.m.) 8時 (8.00 a.m.) |
| 下午 | - | 6時05分 (6.05 p.m.) |

新巴第49X號線 (小西灣(藍灣半島) 往 數碼港)

NWFB Route 49X (Siu Sai Wan (Island Resort) to Cyberport)

- 為配合小西灣及柴灣一帶居民於上午繁忙時間前往港島南區的交通需求，建議開辦第49X號線，於星期一至五（公眾假期除外）提供一個特快巴士班次。有關服務將試行3個月，然後再作檢討。

To cater for the traffic demand of residents around Siu Sai Wan and Chai Wan travelling to Southern District during morning peak hours, it is proposed that Route no. 49X be introduced to provide express bus service on Mondays to Fridays (except public holidays). The bus service will be put on trial for 3 months and then reviewed.

- 新增的第49X號線於上午繁忙時間提供直接前往黃竹坑、香港仔及數碼港的特快巴士服務，乘客毋需在中環、灣仔或銅鑼灣轉乘其他往南區的巴士路線，預計車程可節省約20分鐘。

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

| | 建議的服務時間 (暫定) Proposed Service (Tentative) |
|---------------------------|--|
| 往數碼港方向 Cyberport Bound | 上午7時45分 7.45 a.m. |

隧巴671X號線(鴨脷洲(利樂街) 往 鑽石山站)

Cross-harbor Route 671X (Ap Lei Chau (Lee Lok Street) to Diamond Hill Station)

- 建議增設上午繁忙時段由南區經東區走廊前往九龍東一帶的特快過海隧道巴士服務，以滿足乘客的需要及地區人士的訴求。

To meet the passenger demand and respond to the local requests, it is proposed to introduce an express cross-harbour bus service plying from Southern District to Kowloon East via Island Eastern Corridor during morning peak hours.

- 乘坐第671X號線由南區前往九龍東，較乘坐第671號線可節省約10分鐘的行車時間。
As compared with Route no. 671, passengers using route no. 671X to travel from Southern District to Kowloon East can save as much as 10 minutes in the journey time.

| | 建議的服務時間 (暫定) Proposed Service (Tentative) |
|--|--|
| 往鑽石山站方向 Diamond Hill Station Bound | 上午7時35分 (7.35 a.m.) 上午7時50分 (7.50 a.m.) |

隧巴671X號線(鴨脷洲(利樂街) 往 鑽石山站)

Cross-harbor Route 671X (Ap Lei Chau (Lee Lok Street) to Diamond Hill Station)

- 配合增設第671X號線，建議調整第171A及671號線於星期一至五（公眾假期除外）上午繁忙時段往九龍方向的班次。

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

| 路線 Route | 班次 Headway |
|---|---|
| 第171A號線(往荔枝角方向) No. 171A (Lai Chi Kok Bound) | 由9-15分鐘調整至12-15分鐘 From 9-15 minutes to 12-15 minutes |
| 第671號線(往鑽石山方向) No. 671 (Diamond Hill Bound) | 由15-25分鐘調整至15-30分鐘 From 15-25 minutes to 15-30 minutes |

新巴970X(蘇屋—香港仔)及X970(海怡半島 往 蘇屋)號線

NWFB Routes 970X (So Uk – Aberdeen) and X970 (South Horizons to So Uk)

- 延長第970X號線(包括由田灣開出的特別班次)及第X970號線至長沙灣(甘泉街)，來回方向將行經東京街以西一段的長沙灣道。
To extend the routings of Route Nos. 970X, 970X (special departures from Tin Wan) and X970 be extended to Cheung Sha Wan (Kom Tsun Street) and will operate via a section of Cheung Sha Wan Road west of Tonkin Street on both bounds services.
- 增加**2**輛雙層巴士以維持現有班次。
Two double-deckers will be allocated to the route to maintain the existing headway.

城巴第40M號線(華富(北) - 金鐘(政府總部))

CTB Route 40M (Wah Fu (North) – Admiralty (Government Headquarters))

現時乘客使用量情況 Current Passenger Loading

| | 乘客使用量 Passenger Loading | |
|---------------------------------|---|-------------------------|
| | 繁忙時間 Peak hours (最繁忙一小時內的載客率) (loading in the busiest one hour) | 非繁忙時間 Non-peak hours |
| 華富(北)方向 Wah Fu (North) Bound | 37% (下午 p.m.) | 8% - 32% |
| 金鐘方向 Admiralty Bound | 41% (上午 a.m.) | 4% - 37% |

建議內容 Proposal

- 總站由金鐘(政府總部)遷移至灣仔北臨時公共運輸交匯處；
The terminating point at Admiralty (Government Headquarters) be relocated to Wan Chai North Temporary Public Transport Interchange;
- 往灣仔方向的行車路線改經鴻興道，不經會議道及往華富方向的行車路線改經軒尼詩道及金鐘道，不經告士打道；及
The Wan Chai-bound routeing be diverted via Hung Hing Road in lieu of Convention Avenue; the Wah Fu-bound routeing be diverted via Hennessy Road and Queensway in lieu of Gloucester Road; and

城巴第40M號線(華富(北) - 金鐘(政府總部))

CTB Route 40M (Wah Fu (North) – Admiralty (Government Headquarters))

- 配合路線及行車時間延長，第**40及40M**號線於上午繁忙時段以後由華富(北)開出及全日由灣仔北臨時公共運輸交匯處開出的班次會作調整。

The frequencies of its departures from Wah Fu (North) after morning peak hours and its departures from Wan Chai North Temporary Public Transport Interchange throughout the day be slightly adjusted to tie in with the extended routeing and longer journey time.

| 路線 Route | 方向 Direction | 時段 Period | 現時班次 Existing Headway (分鐘) (minutes) | 建議班次 Proposed Headway (分鐘) (minutes) | 聯合班次 Combined Headway (分鐘) (minutes) |
|-------------|--------------------|-----------------------------------|--|--|--|
| 40M | 往灣仔 To Wan Chai | 上午繁忙時段 A.M. peak hours | 15-20 (不變) (unchanged) | | |
| | | 上午繁忙時段以後 After A.M. peak hours | 15-24 | 主要為30 Mainly 30 (17-30) | 主要為15 Mainly 15 |
| | 往華富 To Wah Fu | 全日 Whole Day | | | |
| 40 | 往灣仔 To Wan Chai | 上午繁忙時段 A.M. peak hours | 15-20 (不變) (unchanged) | | |
| | | 上午繁忙時段以後 After A.M. peak hours | 14-20 | 主要為30 Mainly 30 (20-30) | 主要為15 Mainly 15 |
| | 往華富 To Wah Fu | 全日 Whole Day | | | |

城巴第40M號線(華富(北) - 金鐘(政府總部))

CTB Route 40M (Wah Fu (North) – Admiralty (Government Headquarters))

路線改動後的乘車安排 Arrangement after re-routeing

| 起點 From | 目的地 To | 乘客人數 Number of passengers (佔全線乘客百份比) (% of total passengers) | 替代服務 Alternatives | 替代服務的收費 Fares of alternatives |
|---|--|---|--|--|
| 往灣仔方向 Wan Chai Bound | | | | |
| 華富至灣仔 Wah Fu to Wan Chai | 金鐘 (政府總部) Admiralty (Government Headquarters) | 約50人 About 50 (約1%) (About 1%) | 第40M號線 於金鐘道下車 Alight at Queensway taking route 40M | \$5.7/\$5.2/\$3.7 (不變) (Unchanged) |
| 往華富方向 Wah Fu Bound | | | | |
| 金鐘(政府總部) 至港灣道 Admiralty (Government Headquarters) to Harbour Road | 灣仔 至華富(北) Wan Chai to Wah Fu (North) | 約250人 About 250 (約5%) (About 5%) | 第40M號線 於軒尼詩道/ 金鐘道上下車 Alight at Hennessy Road or Queensway taking route 40M | \$5.7 (不變) (Unchanged) |

城巴第40M號線(華富(北) - 金鐘(政府總部))

CTB Route 40M (Wah Fu (North) – Admiralty (Government Headquarters))

建議好處 Advantages

- 第40M號線來回方向改經金鐘道及軒尼詩道等商貿區可擴大該線覆蓋的服務範圍，加強中半山及南區與上述地區的連繫。
By diverting the routings of Route no. 40M for both bounds via the commercial areas such as Queensway and Hennessy Road, etc., the coverage of its connection between Central to Mid-levels/Southern District and the above areas can be strengthened.
- 第40M號線將與第40號線以聯合班次方式營運，沿軒尼詩道及金鐘道前往中半山及南區的班次可由現時20分鐘一班加密至聯合為15分鐘一班的班次，縮短乘客的候車時間。
Route nos. 40M and 40 can be operated with combined frequency to help shorten the waiting time of passengers. Passengers in Wan Chai and Admiralty may take route no. 40 or 40M in the vicinity of Queensway and Hennessy Road to travel to Central to Mid-levels and Southern District by enhancing the headway from 20 minutes to 15 minutes in the combined headway.

城巴第75號線(深灣道公共交通總站—中環(交易廣場))

CTB Route 75 (Shum Wan Road Public Transport Terminus – Central (Exchange Square))

現時乘客使用量情況 Current Passenger Loading

| | 乘客使用量 Passenger Loading | |
|------------------------|---|-------------------------|
| | 繁忙時間 Peak hours (最繁忙一小時內的載客率) (loading in the busiest one hour) | 非繁忙時間 Non-peak hours |
| 深灣方向 Shum Wan Bound | 54% (下午 p.m.) | 12% - 24% |
| 中環方向 Central Bound | 62% (上午 a.m.) | 4% - 24% |

建議內容 Proposal

- 往中環的行車路線改經告士打道、夏慤道及干諾道中，不經軒尼詩道及金鐘道；
The routeing of Central-bound service be diverted via Gloucester Road, Harcourt Road and Connaught Road Central in lieu of Hennessy Road and Queensway;
- 星期一至星期六上午繁忙時段往深灣的行車路線改經夏慤道及告士打道，不經金鐘道、軒尼詩道、莊士敦道及灣仔道；及
The routeing of Sham Wan-bound service be diverted via Harcourt Road and Gloucester Road in lieu of Queensway, Hennessy Road, Johnston Road and Wan Chai Road during the morning peak hours on Mondays to Saturdays; and
- 調整全日班次以配合上述改道安排及乘客需求。
The frequency be adjusted to tie in with the above diversion arrangements and to cope with the passenger demand.

城巴第75號線(深灣道公共交通總站—中環(交易廣場))

CTB Route 75 (Shum Wan Road Public Transport Terminus – Central (Exchange Square))

建議好處 Advantages

- 可縮短由深灣前往中環巴士服務的行車時間及改善營運效益。改經堅拿道天橋及告士打道後可避免行經交通擠塞的路段，預計車程可節省最多約20分鐘，乘客可享用較快捷的巴士服務前往灣仔及中環。

The proposal can shorten the journey time of the bus service from Shum Wan to Central and improve operation efficiency. The diversion via Canal Road Flyover and Gloucester Road will avoid passing through congested road sections, it is estimated that about 20 minutes can be saved in the journey time, meaning passengers travelling to Wan Chai and Central can enjoy faster bus services.

- 由於修改後的行車路線避免行經擠塞路段，沿途班次可變得更穩定。
- As the re-routed routeings will avoid passing through congested road sections, the en-route service frequency can become more stable.

城巴第97號線(利東邨—中環(交易廣場))

CTB Route 97 (Lei Tung Estate – Central (Exchange Square))

現時乘客使用量情況 Current Passenger Loading

| | 乘客使用量 Passenger Loading | |
|-----------------------------------|---|-------------------------|
| | 繁忙時間 Peak hours (最繁忙一小時內的載客率) (loading in the busiest one hour) | 非繁忙時間 Non-peak hours |
| 利東邨方向 Lei Tung Estate Bound | 58% (下午 p.m.) | 13% - 30% |
| 中環方向 Central Bound | 58% (上午 a.m.) | 1% - 22% |

建議內容 Proposal

- 往中環的行車路線改經告士打道、夏慤道及干諾道中，不經軒尼詩道及金鐘道；
The routing of Central-bound service be diverted via Gloucester Road, Harcourt Road and Connaught Road Central in lieu of Hennessy Road and Queensway;
- 星期一至星期六上午繁忙時段往利東邨的行車路線改經夏慤道及告士打道，不經金鐘道、軒尼詩道、莊士敦道及灣仔道；及
The routing of Lei Tung Estate-bound service be diverted via Harcourt Road and Gloucester Road in lieu of Queensway, Hennessy Road, Johnston Road and Wan Chai Road during the morning peak hours on Mondays to Saturdays; and
- 調整全日班次以配合上述改道安排及乘客需求。
The frequency be adjusted to tie in with the above diversion arrangements and to cope with the passenger demand.

城巴第97號線(利東邨—中環(交易廣場))

CTB Route 97 (Lei Tung Estate – Central (Exchange Square))

建議好處 Advantages

- 可縮短由利東邨前往中環巴士服務的行車時間及改善營運效益。改經堅拿道天橋及告士打道可避免行經交通擠塞的路段，預計車程可節省最多約20分鐘，乘客前往灣仔及中環可享用較快捷的巴士服務。

The proposal can shorten the journey time of the bus service from Shum Wan to Central and improve operation efficiency. The diversion via Canal Road Flyover and Gloucester Road will avoid passing through congested road sections, it is estimated that as much as 20 minutes can be saved in the journey time, meaning passengers travelling to Wan Chai and Central can enjoy faster bus services.

- 由於修改後的行車路線避免行經擠塞路段，沿途班次可變得更穩定。

As the re-routed routeings will avoid passing through congested road sections, the en-route service frequency can become more stable.

城巴第260號線(赤柱村 - 中環(交易廣場))

CTB Route 260 (Stanley Village – Central (Exchange Square))

現時乘客使用量情況 Current Passenger Loading

| | 乘客使用量 Passenger Loading | | |
|--------------------|---|-------------------------|-----------------------|
| | 繁忙時間 Peak hours (最繁忙一小時內的載客率) (loading in the busiest one hour) | 非繁忙時間 Non-peak hours | 晚上8時後 After 8 p.m. |
| 赤柱方向 To Stanley | 58% (下午 p.m.) | 9% - 74% | 9% - 26% |
| 中環方向 To Central | 70% (下午 p.m.) | 14% - 43% | 14% - 22% |

建議內容 Proposal

- 更改第260號線來回方向尾班車開出時間至晚上8時。
To adjust the route's last departure time of both bounds to 8 p.m.

城巴第260號線(赤柱村 - 中環(交易廣場))

CTB Route 260 (Stanley Village – Central (Exchange Square))

新增巴士路線轉乘優惠 New Octopus bus-bus interchange concessions

| 第一程 First leg Journey | 目的地 Destination | 收費 Fare | 第二程 Second leg journey | 目的地 Destination | 收費 Fare | 折扣 Discount | 總收費 Total Fare |
|---|----------------------------|---------------------|---|---|------------|---------------------|-------------------|
| 往赤柱方向 (於黃竹坑新圍轉乘) Stanley Bound (interchange at San Wai, Wong Chuk Hang) | | | | | | | |
| 第 70/75/90/97 號線 Route Nos. 70/75/90/97 | 南區 Southern District | \$5.1 | 第73號線 Route No. 73 | 赤柱 (淺水灣海 灘前下車) Stanley (alight before Repulse Bay Beach) | \$6.2 | \$4.2 | \$7.1 |
| 往中環方向 (於香港仔隧道收費廣場轉乘) Central Bound (interchange at Aberdeen Tunnel Toll Plaza) | | | | | | | |
| 第73號線 Route No. 73 | 數碼港 (淺水灣海灘 後上車) | \$4.2 - \$4.7 | 第70/75/90/97 號線 Route Nos. 70/75/90/97 | 中環 Central | \$5.1 | \$2.2 - \$2.7 | \$7.1 |

**城巴第973(赤柱 - 尖沙咀東(麼地道))及
73(赤柱村 - 華富(北)/數碼港)號線**

**CTB Route 973 (Stanley – Tsim Sha Tsui East (Mody Road)
and route 73(Stanley Village – Cyberport/ Wah Fu (North))**

現時乘客使用量情況 Current Passenger Loading

| | 乘客使用量 (973號線) Passenger Loading (Route 973) | | |
|------------------------------|---|-------------------------|-----------------------|
| | 繁忙時間 Peak hours (最繁忙一小時內的載客率) (loading in the busiest one hour) | 非繁忙時間 Non-peak hours | 晚上7時後 After 7 p.m. |
| 赤柱方向 Stanley Bound | 42% (上午及下午 a.m. and p.m.) | 17% - 28% | 17% - 24% |
| 尖沙咀方向 Tsim Sha Tsui Bound | 58% (下午 p.m.) | 9% - 38% | 9% - 20% |

城巴第973(赤柱 - 尖沙咀東(麼地道))及 73(赤柱村 - 華富(北)/數碼港)號線

CTB Route 973 (Stanley – Tsim Sha Tsui East (Mody Road) and route 73(Stanley Village – Cyberport/ Wah Fu (North))

建議內容 Proposal

第973號線 Route 973

- 調整班次至全日30分鐘一班；
The headway in the whole day be adjusted to 30 minutes
- 提早來回方向尾班車開出時間至晚上7時；及
The last departure time for both bounds be adjusted to 7 p.m.; and
- 修改來回方向行車路線不經東頭灣道及赤柱監獄，同時新增巴士路線轉乘優惠方便乘客
The routings for both bounds be adjusted to omit Tung Tau Wan Road and Stanley Prison, and new bus-bus interchange concessions be provided in parallel.

建議好處 Advantages

- 於赤柱村乘坐第973號線前往九龍方向的乘客可節省約5分鐘的行車時間。
Kowloon-bound passengers boarding Route no. 973 at Stanley Village can save approximately 5 minutes in the journey time.

城巴第973(赤柱 - 尖沙咀東(麼地道))及 73(赤柱村 - 華富(北)/數碼港)號線

CTB Route 973 (Stanley – Tsim Sha Tsui East (Mody Road) and route 73(Stanley Village – Cyberport/ Wah Fu (North))

第73號線 Route 73

- 為配合第973號線提早尾班車開出時間的改動，建議將第73號線於每日晚上7時後來回方向開出的班次繞經春磡角及馬坑，以照顧馬坑邨居民的需要；及
To tie in with the adjustment to the last departure times of Route no. 973 and meeting the travelling needs of Ma Hang Estate's passengers, it is proposed that departures of both bounds of Route no. 73 be diverted via Chung Hom Kok and Ma Hang after 7 p.m. daily;
and
- 調整上午繁忙時間後由數碼港開出的班次至20–30分鐘及全日由赤柱村開出的班次至20–30分鐘。
The frequency of the departures from Cyberport during morning peak hours be adjusted to 20 – 30 minutes and the departures from Stanley Village be adjusted to 20 – 30 minutes.

請各委員提供寶貴意見
Comments are welcome