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**PUBLIC LIGHT BUS AND
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1987**

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TRAFFIC AND TRANSPORT SURVEY DIVISION

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PUBLIC LIGHT BUS AND GREEN MINI BUS OPERATIONS 1987

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SURVEY SECTION

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TRAFFIC AND TRANSPORT SURVEY DIVISION

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1. INTRODUCTION

This is an annual Territory-wide survey on the activity and operational characteristics of Public Light Buses (PLBs) and Green Minibuses (GMBs). Like previous surveys in the same series, it was conducted by a similar method to that reported in TTSD Data Record 192 "Public Light Bus Operations 1973". Since 1984, the survey for the estimation of passenger volume along the routes has been expanded to include also GMBs, in view of their rapid expansion in recent years in terms of both the number of routes and the number of vehicles.

2. THE SURVEY

Field work for the survey took place on weekdays between September and December 1987 and covered the 16-hour period between 0700 and 2300 hours. During this period, the destination, fare and occupancy of every PLB/GMB crossing the particular screenline under observation were recorded.

Prior to the commencement of the survey, a reconnaissance of route changes was carried out which indicated the need to amend the existing screenlines. Such amendments brought the total number of screenlines to 132, of which 37 were located on Hong Kong Island, 53 in Kowloon and 42 in the New Territories. These are listed in APPENDIX 1 and shown in FIGURES 1, 2 and 3.

Screenline passenger occupancies were expanded to route passenger volumes using expansion factors obtained from on-vehicle surveys carried out on sampled routes. 16-hour volumes were expanded to 24-hour volumes in a similar manner. Therefore, when interpreting the results, it should be borne in mind that the 16-hour vehicle trips are actual observed data, while the 16-hour passenger trips and all 24-hour totals are estimates.

3. THE RESULTS

There were 4 350 PLBs/GMBs registered in Hong Kong in November 1987. Of this number 4 340 were licensed vehicles. As the difference between the number of registered vehicles and the number of licensed vehicles was very small, the former was adopted in the data analysis in order to maintain consistency with the previous PLB surveys. Out of 4 350 registered vehicles, 1 222 were on scheduled GMB routes while 3 128 operated on the non-scheduled PLB routes.

3.1 PLB Characteristics

3.1.1 Overall Characteristics

From observations at the selected screenlines, it was estimated that on an average weekday in 1987, 83 050 PLB trips were run covering a total distance of 639 796 kilometres and carrying 982 401 passengers. These represent decreases of 2.8%, 3.4% and 1.3% in terms of vehicle trips, distance travelled and passengers carried respectively as compared with the 1986 figures.

The average daily trips per vehicle in 1987 was 30 which was the same as in 1986, while the average vehicle trip length and passengers per vehicle trip remained practically unchanged, being 7.7 kilometres and 11.8 passengers per vehicle trip respectively. The changes in PLB characteristics observed in the 12 years since 1976 are indicated in TABLE 1.

TABLES 2A to 4B summarize the PLB vehicle trips, passenger trips and vehicle kilometrage by area on an average weekday during each year from 1976 to 1987. With the continuing expansion of the GMB services, and the expansion of the Mass Transit Railway (MTR) system, PLB activities showed a noticeable declining trend. In 1987, the 24-hour total vehicle trips decreased by 2.8% and passenger trips by 1.3% from the preceding year. On an area basis, vehicle trips showed an increase of 3.9% on both H.K. Island and Cross Harbour and decreases varying from 2.2% to 6.6%

in the remaining areas. Passenger trips generally followed similar changes apart from the Cross Harbour routes which recorded a decrease despite an increase in vehicle trips.

3.1.2 Route Characteristics

The characteristics of individual routes on Hong Kong Island on an average weekday between 0700 and 2300 hours are summarized in TABLE 5A and compared with 1986 figures in TABLE 5B.

Similar summaries and comparisons for routes in Kowloon, between Kowloon and New Territories, within New Territories and Cross Harbour are given in TABLES 6A to 9B.

The number of routes operating in each area is summarized below :-

NUMBER OF ROUTES

<u>Location</u>	<u>H.K.</u>	<u>Kln.</u>	<u>Kln- N.T.</u>	<u>N.T. Domestic</u>	<u>Cross Harbour</u>	<u>Total</u>
1986	28	47	22	18	2 (grouped)	117
1987	32	47	24	18	2 (grouped)	123

PLB routes operating on Hong Kong Island, in Kowloon, in the New Territories (including Kowloon to New Territories) are shown in FIGURES 4, 5 and 6 respectively.

3.1.2.1 Hong Kong Island

During the year, 4 routes were introduced on the Island (see TABLE 5B). Compared with 1986, 15 out of 28 (or 54%) routes recorded an increase in 16-hour daily vehicle trips, with the largest increase of 253 trips (+27%) observed on the route Shek Pai Wan - Aberdeen. There was a general corresponding increase in passenger trips on these routes. The largest increase in 16-hour daily passenger volume was 2 256 occurring also on the above mentioned route.

On the remaining 13 routes which showed decreases, the largest decrease in vehicle trips (-254 or -27%) occurred on the route Aberdeen - Wah Fu while the largest decrease in passenger volume (-3 631 or -28%) was observed on the route North Point - Kennedy Town.

3.1.2.2 Urban Kowloon

In Kowloon, no changes in routes were observed. When compared with 1986 on an area basis PLB activity showed a decrease of 4.9% in vehicle trips and 2.5% in passenger trips.

Out of the total 47 routes under comparison, 30 recorded a decrease in vehicle trips to a varying extent. The majority of these routes also showed a corresponding decrease in passenger trips. "Castle Peak Road - Kwun Tong" and "Pak Tin Estate - Pei Ho Street" were the two routes suffering the biggest reduction in both vehicle and passenger trips. On the remaining 17 routes which recorded increases, the route Wong Tai Sin/Kowloon City - Kwun Tong recorded the largest increase in both vehicle trips and passenger trips.

Kwun Tong continued to be the most active area for PLBs. 17 out of the total 47 routes were observed to have at least one of the trip ends in the area. During the 16-hour period on an average weekday, these routes generated 17 823 vehicle trips, accounting for 55% of the total trips operated in Urban Kowloon.

On the western side of the peninsula, PLB routes terminating in Mong Kok and Yau Ma Tei areas generated about 10 500 vehicle trips, representing 32% of the total vehicle trips in Urban Kowloon area.

3.1.2.3 Kowloon - New Territories

As a result of the introduction of 2 new routes, the total number of routes operating in 1987 was 24. During the 16-hour period, these routes generated 10 271 vehicle trips and 138 881 passenger trips as compared with 10 997 vehicle trips and 143 164 passenger trips observed in 1986.

The corridor linking Kowloon to New Territories along Castle Peak Road and Kwai Chung Road continued to monopolise the PLB movements between the areas. Of the total vehicle trips between Kowloon and New Territories 87% used this western corridor while only 6% were via Tai Po Road corridor to Sheung Shui and 7% to Sai Kung.

3.1.2.4 Domestic New Territories

Of the total vehicle and passenger trips recorded in domestic New Territories, 31% and 27% respectively were made within Tsuen Wan. Compared with 1986, Tsuen Wan domestic routes recorded a decrease of 10% in vehicle trips and 17% in passenger trips. In the remainder of the New Territories the number of vehicle trips and passenger trips increased by 2% and 4% respectively.

3.1.2.5 Cross Harbour

During the year, PLB movements across the harbour were observed only on 2 routes. Compared with 1986, the number of vehicle trips increased by 4% while passenger trips reduced by 4%. In absolute terms, these decreases involved only 21 vehicle trips and 265 passenger trips per 16-hour day. All cross-harbour trips were generated in East Hong Kong but had a 77:23 split between East and West Kowloon.

3.1.3 Other Operational Characteristics

3.1.3.1 Hourly variation

The hourly variation in vehicle and passenger trips at four selected screenlines and across the harbour was used as an indicator to show the hourly variations in PLB traffic in

different geographical areas. The hourly volume at each of these screenlines expressed as a percentage of the 16-hour total is shown in TABLE 10.

Screenline F-F across Harcourt Road and Hennessy Road at the eastern end of Central District and a screenline across the north to south corridor along Pok Fu Lam Road represented conditions on the Island.

Screenline A-A along the KCR, which intercepted about half of the PLB trips in Kowloon, represented conditions in Urban Kowloon. The Kowloon External Cordon which intercepted all trips between Kowloon and New Territories represented conditions in the New Territories. The final screenline across the harbour, intercepted all routes between Hong Kong Island and the Mainland.

On Hong Kong Island, the peak hour of PLB movements along the Island Corridor occurred between 0800 and 0900 hours. During this hour 8.8% of eastbound and 8.5% of westbound traffic was observed. The peak in north-south direction occurred between 1900 and 2000 hours at 9.6%.

Within Kowloon, a peak flow of 8.7% occurred during the morning between 0800 - 0900 hours and 8.9% in the evening between 1900 - 2000 hours. Between Kowloon and the New Territories, a morning peak of 10.1% was observed between 0800 and 0900 hours. The hourly variation in cross-harbour PLB movements exhibited quite different characteristics with extremely prominent peak flows between 0700 and 0900 hours in the morning and again between 1800 and 2300 hours in the evening. These periods combined accounted for about 92% of the total 16-hour volumes.

3.1.3.2 Fares

On a PLB route, different operators often charged different fares. Fares were considered as "normal" if they were applicable during most of the survey period. However, at times of peak

demand and particularly on some of the long commuter routes, PLB operators often increased the fares. TABLES 11A, 11B and 11C show the routes on which this was observed.

On Hong Kong Island, 19 out of 32 routes used a dual fare system (see TABLE 11A) and overall 19.4% of passengers paid increased fares. In Urban Kowloon, about 6.7% of the 16-hour passengers paid increased fares on 13 out of 47 routes, whilst for the Kowloon - New Territories routes, 7.3% of the total 16-hour passengers paid increased fares on 5 out of 24 routes. In New Territories, none of the total 18 domestic routes had been observed charging increased fares.

3.1.3.3 Revenue

The estimated revenue derived on each PLB route on an average weekday is shown in TABLES 12A, 12B, 12C and 12D. The information is summarized by geographical area for the years 1986 and 1987 in the following table :-

SUMMARY OF ESTIMATED PLB REVENUE* ON AN AVERAGE WEEKDAY

<u>Location</u>	<u>1986 16-hour</u>			<u>1987 16-hour</u>		
	<u>Revenue \$</u>	<u>Vehicle km.</u>	<u>Rev. per Veh-km.</u>	<u>Revenue \$</u>	<u>Vehicle km.</u>	<u>Rev. per Veh-km.</u>
HK Island	434 349	96 214	4.57	494 814	99 985	4.95
Urban Kln	715 238	189 258	3.78	777 332	178 406	4.36
Kln - NT	552 853	181 630	3.04	557 438	168 974	3.30
NT Domestic	255 087	77 578	3.29	283 909	78 870	3.60
Total	1 957 527	544 680	3.59	2 113 493	526 235	4.02

Note : * Excludes revenue on cross harbour routes.

The revenue per vehicle - kilometre in 1987 showed a slight increase over that in 1986. The increase was evenly spread between the four areas.

On individual routes, the revenue per vehicle - kilometre on Hong Kong Island varied from \$1.21 to \$9.65. In Kowloon, it ranged from \$2.97 to \$10.3 while on the Kowloon - New Territories and N.T. Domestic routes the variation was \$2.08 to \$5.55 and \$1.68 to \$5.14 respectively.

It is estimated that the revenue (excluding cross harbour routes) generated from PLB travel on an average weekday (24-hour) was \$2.4 million, 6% higher than that in 1986. The average daily revenue per registered PLB (excluding GMB) was \$779 as compared with \$728 in 1986.

3.1.3.4 PLB Termini

A summary of PLB terminal facilities, existing on 31 December 1987, is given in APPENDIX 2.

3.2 **GMB Characteristics**

3.2.1 Overall Characteristics

A GMB service is a franchised public light bus service which runs on a fixed route with approved stopping places and operates to a fixed schedule with specified fare.

The GMB services continued to expand during the year, with the total number of registered GMBs in 1987 reaching 1 222 which accounted for 28% of the total public light buses registered. In view of the rapidly growing population of GMBs, the scope of this survey has been extended, since 1984, to obtain more detailed information for the estimation of passenger volumes along GMB routes. However, no attempt was made to physically observe and compare 16-hour volumes with 24-hour volumes, as the majority of GMB routes operated between the normal survey period of 0700 and 2300 hours and hence 16-hour volumes could be taken to represent the 24-hour volumes.

During the year, 1 222 GMBs were operating on 172 routes, the same number of routes as in 1986. Of this total number of routes, 47 were operated on Hong Kong Island, 45 in Urban Kowloon and 80 in the Kowloon - N.T. and N.T. Domestic areas. The corresponding figures in 1986 were 44, 49 and 79 respectively.

On an average weekday during the 16-hour period, it was estimated that 53 272 GMB trips were run, covering a total distance of 262 381 kilometres. These figures represented an increase of 4.8% and 2.9% over the corresponding figures in 1986. On average, a GMB in 1987 made 48 daily vehicle trips, each of 4.9 km in length, almost the same as the corresponding figures in 1986.

It was estimated that in 1987, a total passenger volume of 661 817 was carried by GMBs during the 16-hour period, which was 8.3% higher than that in 1986.

TABLE 13 summarizes GMB characteristics from 1977 to 1987.

3.2.2 Route Characteristics

The characteristics of individual routes on Hong Kong Island on an average weekday between 0700 and 2300 hours are summarized in Table 14A and compared with 1986 figures in Table 15A. Similar summaries and comparisons for routes in Kowloon, and the New Territories are given in Tables 14B and 15B and 14C and 15C respectively.

The number of routes operating in each area is summarized below:-

NUMBER OF ROUTES

<u>Location</u>	<u>H.K.</u>	<u>Kln.</u>	<u>N.T.</u>	<u>Total</u>
1986	43	49	77	169
1987	47	45	80	172

PLB routes operating on Hong Kong Island, in Kowloon and in the New Territories are shown in Figures 7, 8 and 9 respectively.

3.2.2.1 Hong Kong Island

GMBs operating on 47 routes on Hong Kong Island made a total of 12 489 vehicle trips, carrying 160 256 passengers. 28% of the vehicle trips and 30% of the passenger trips were generated in Aberdeen area. The most highly patronized single route was that between Chai Wan Ferry and Sai Wan Ho Ferry which carried 11 396 daily passengers. Out of the total 47 routes, 34 were observed to have made trips in excess of that scheduled. Excesses up to +300% were recorded on three routes. The remaining 13 routes which did not operate up to the schedule in terms of vehicle trips generally were minor routes involving a small number of daily vehicle trips.

An approximate comparison indicates that for the whole of Hong Kong Island, the total 16-hour passenger volume, estimated by the survey, was 7% more than the total 24-hour passenger volume derived from the operator's returns.

3.2.2.2 Urban Kowloon

In Kowloon, 16 849 daily vehicle trips carrying 184 333 passengers were run by GMBs operating on 45 routes. There was no apparent dominant area of GMB activities. Tsim Sha Tsui, Wong Tai Sin/San Po Kong and Kwun Tong each generated 14%, 27% and 17% respectively of the total vehicle trips. The route "Jat's Incline - Ping Shek Estate" (with 11 432 daily passengers) and the route "Tsz Wan Shan - Wong Tai Sin MTR Station" (with 21 142 daily passengers) were the two busiest routes. Out of 45 routes in operation, 33 showed a higher number of daily vehicle trips than scheduled. On the two previously identified busiest routes, the observed vehicle trips were 46% and 13% above the scheduled number. Similar to the situation on Hong Kong Island, the remaining 12 routes of which the daily vehicle trips fell short

of those scheduled were generally minor routes. The estimated total 16-hour passenger volume in Kowloon was 9% more than the total 24-hour volume as reported by the operators.

3.2.2.3 Kowloon - N.T. and N.T. Domestic

On an average weekday, the 80 GMB routes operating between Kowloon and N.T. and within N.T. made a total of 23 934 vehicle trips, carrying 317 228 passengers. These volumes were 4% and 8% higher than the corresponding vehicle trips and passenger trips made by PLBs operating in the same area. Tsuen Wan was the hub of GMB activity in the N.T. Routes radiating from Tsuen Wan to surrounding areas account for about 36% of vehicle trips and 37% of passenger trips in the N.T. The most patronised single route was "Tsuen Wan - Kwai Shing North" which carried a daily passenger volume of 11 256.

Out of the total 80 routes, 59 routes made daily total vehicle trips exceeding the schedule to a varying extent. Overall, there were 44% vehicle trips in excess of the number scheduled, despite which there were on average 13 passengers per trip. There were three times the number of scheduled trips operated on the "Fanling Railway Station - Luk Keng" route. The total estimated 16-hour passenger volume on all the 80 routes was 10% higher than the corresponding 24-hour passenger volume derived from operators' return.

3.2.3 Revenue

The estimated revenue made by each GMB route on an average weekday in 1987 is derived from its estimated 16 hour passenger volume each charged with the flat fare of that particular route. The revenue of individual routes is summarised by geographical area and compared with the corresponding figures of 1986 in the following table :-

SUMMARY OF ESTIMATED GMB REVENUE ON AN AVERAGE WEEKDAY

<u>Location</u>	<u>1986 16-hour</u>			<u>1987 16-hour</u>		
	<u>Revenue</u> <u>\$</u>	<u>Vehicle</u> <u>km.</u>	<u>Rev. per</u> <u>Veh-km.</u>	<u>Revenue</u> <u>\$</u>	<u>Vehicle</u> <u>km.</u>	<u>Rev. per</u> <u>Veh-km.</u>
HK Island	324 707	69 065	4.70	349 013	69 590	5.02
Urban Kln	225 275	42 974	5.24	249 180	46 787	5.33
Kln-NT & NT Domestic	525 765	142 945	3.68	577 868	144 743	3.99
Total	1 075 747	254 984	4.22	1 176 061	261 120	4.50

The overall revenue per vehicle - kilometre in 1987 showed a marginal increase over that in 1986.

3.3 Historical Changes in PLB and GMB Characteristics

To show the changes in the operational characteristics of PLBs and GMBs in relation to changes of other major public transport modes, graphs indicating the annual variations in PLB/GMB registration, daily vehicle trips, passenger trips, vehicle-kilometrage and revenue have been plotted and are shown in FIGURES 10 to 14. It should be noted that information on GMBs, other than that relating to daily vehicle trips, which was based on screenline observation, was extracted from the GMB operators' returns.

From FIGURE 10, it is observed that PLB registrations declined sharply since 1978 with a corresponding increase in GMB registration as a result of an increasing number of PLBs being converted into GMBs. The number of PLB routes remained however, relatively unchanged, while the number of GMB routes maintained a rapidly increasing trend.

Graphs indicating changes in the past years between PLBs and GMBs and their combined variations in respect of daily vehicle trips, passenger trips and vehicle-kilometrage are presented in FIGURE 11. It can be seen that generally a decrease in PLB activity was invariably accompanied by a corresponding increase in GMB activity. Since 1983, the overall level of activity of the trade maintained an upward trend which began to level off in 1986.

The changes in daily passenger volumes carried by PLB/GMB are shown in FIGURE 12a with those carried by bus/tram and MTR, while the changes in their percentage shares of daily passengers are illustrated in FIGURE 12b. KCR has not been included in this comparison as its passenger volume accounts for only 5% of the combined total.

FIGURES 13a to 13c show the changes in PLB/GMB activity by area in respect of daily vehicle trips, passenger trips and vehicle-kilometrage. In terms of both vehicle trips and passenger trips, "Urban Kowloon" accounted for most of the activity while in terms of vehicle-kilometrage, the shares of activity by the four areas were fairly even. An increasing influence of GMB's can be seen particularly in the N.T.

Comparison of PLB and GMB Characteristics in 1987

As a result of the continuing expansion of the GMB services in the past years, the number of GMBs registered in 1987 had reached 1 222, representing more than 28% of the total population of the minibuses. In view of the increasingly important role played by GMB, particularly with respect to that of the PLB, their operational characteristics are compared in the following paragraphs.

3.4.1 Comparison of Overall Characteristics

Although the registration of PLBs in 1987 was 2.8 times that of GMBs, the number of PLB routes in operation was however, considerably smaller than that of the GMB, being 123 against 172. This would imply that on average, each PLB route was operated by 25.4 vehicles while each GMB route was shared only by 7.1 vehicles.

On an average weekday, each PLB made about 30 vehicle trips which was significantly lower than that of 48 trips made by a GMB. However, due to appreciably longer distances covered by each PLB trip (7.7 km against 4.9 km), the daily kilometrage run by each PLB showed only a small difference from that of the GMB. As PLBs and GMBs both carried an average of 12 passengers in each vehicle trip, the longer travel distance of the PLB trip has rendered it less efficient than GMB in terms of passengers per veh-km (1.5 passengers/veh-km against 2.5 passenger/veh-km). There was only a small difference between PLBs and GMBs in fare charged per km travelled. Detailed figures of comparison are summarized as follows :-

Comparison of Overall Characteristics

	<u>PLB</u>	<u>GMB</u>	<u>Ratio (PLB/GMB)</u>
Registration	3 128	1 222	2.6
No. of Routes	123*	171	0.7
No. of Veh per Route	25.4	7.1	3.6
Ave. Route Length(kms)	8.0	5.6	1.4
Ave. Fare per km(\$)	0.30	0.34	0.88
Ave. Veh Trip Length(kms)	7.7	4.9	1.6
No. of Veh Trips per Veh per day	30	48	0.6
Distance Travelled per Veh per day(kms)	227.3	238.5	0.95
No. of Pass. per Veh Trip	11.8	12.4	0.95
No. of Pass. per Veh-km	1.5	2.5	0.6

* Including 2 Cross-harbour routes

3.4.2 Comparison of Characteristics by Geographical Area

3.4.2.1 Hong Kong Island

On Hong Kong Island, 32 PLB routes and 47 GMB routes were in operation. Both PLB and GMB had exactly the same average route length (6.3 km) while both charged about the same average fare per km travelled.

In terms of passengers per veh-km, the operating efficiency of GMB was slightly higher than that of PLB. Detailed comparison of characteristics is shown in the following table :

Characteristics on Hong Kong Island

	<u>PLB</u>	<u>GMB</u>	<u>Ratio (PLB/GMB)</u>
No. of Routes	32	47	0.7
Ave. Route Length(kms)	6.3	6.3	1.0
Ave. Fare per km(\$)	0.32	0.36	0.9
Total Vehicle Trips	19 549	12 489	1.6
Total Passenger Trips	243 705	160 256	1.5
Total Veh-km	118 637	69 590	1.7
Passenger Per Veh-km	2.1	2.3	0.9

3.4.2.2 Kowloon

In urban Kowloon, 47 PLB routes and 45 GMB routes were in operation, with average route length of respectively 5.1 km and 3.4 km. The fare charged per km of GMB was slightly higher than that of PLB.

The "passenger per veh-km" for PLB and GMB are 2.0 and 3.9 respectively, indicating a much higher efficiency of the latter. Detailed figures of comparison are shown in the following :-

Characteristics in Kowloon

	<u>PLB</u>	<u>GMB</u>	<u>Ratio</u> <u>(PLB/GMB)</u>
No. of Routes	47	45	1.0
Ave. Route Length(kms)	5.1	3.4	1.5
Ave. Fare per km(\$)	0.39	0.44	0.89
Total Vehicle Trips	39 059	16 849	2.3
Total Passenger Trips	431 012	184 333	2.3
Total Veh-km	214 087	46 787	4.6
Passenger Per Veh-km	2.0	3.9	0.5

3.4.2.3 Between Kowloon and New Territories

Between Kowloon and New Territories, PLB played by far the more important role as compared with GMB. There were 24 PLB routes with average route length of 15.1 km and 9 GMB routes of 7.9 km average length in operation. The fare charged per km travelled of GMB was significantly higher than that of PLB.

In terms of "passengers per veh-km", GMB was more than twice as efficient as PLB. Detailed figures are shown in the following :-

Characteristics between Kowloon and New Territories

	<u>PLB</u>	<u>GMB</u>	<u>Ratio</u> <u>(PLB/GMB)</u>
No. of Routes	24	9	2.7
Ave. Route Length(kms)	15.1	7.9	1.9
Ave. Fare per km(\$)	0.25	0.32	0.78
Total Vehicle Trips	12 531	2 870	4.4
Total Passenger Trips	165 268	40 045	4.1
Total Veh-km	206 148	21 245	9.7
Passenger Per Veh-km	0.8	1.8	0.4

3.4.2.4 New Territories Domestic

Within New Territories, the level of PLB activity was much lower than that of GMB as indicated by 18 PLB routes against 71 GMB routes in operation. The average route length of PLB was 9.2 km as compared with 6.4 km of GMB while the fare charged per km was \$0.26 and \$0.29 respectively.

The "passengers per veh-km" for PLB and GMB was 1.4 and 2.2 respectively reflecting that PLB was significantly less efficient than GMB. The following table shows detailed figures of comparison :-

Characteristics in New Territories Domestic

	<u>PLB</u>	<u>GMB</u>	<u>Ratio (PLB/GMB)</u>
No.of Routes	18	71	0.3
Ave. Route Length(kms)	9.2	6.1	1.5
Ave. Fare per km(\$)	0.26	0.29	0.9
Total Vehicle Trips	10 595	21 064	0.5
Total Passenger Trips	127 737	277 183	0.5
Total Veh-km	91 489	123 498	0.7
Passenger Per Veh-km	1.4	2.2	0.6

TABLES

TABLE 1
COMPARISON OF PLB WEEKDAY CHARACTERISTICS, 1976 - 1987

CHARACTERISTICS	1976	1977	1978	1979	1980	1981	1982	1983	1984	1985	1986	1987	Change % 87/86
1. Number of Public Light Bus registered	4 307	4 303	4 296	4 169	4 007	3 976	3 771	3 528	3 407	3 302	3 208	3 128	-2.5
2. Number of vehicle trips	121 684	118 099	113 539	102 018	102 495	104 990	94 974	89 935	90 774	89 853	85 405	83 050	-2.8
3. Passengers carried (No.)	1 594 625	1 615 305 (1 520 317)	1 497 607	1 324 023	1 336 379	1 302 827	1 086 847	1 009 624	1 035 808	1 031 650	995 407	982 401	-1.3
4. Total vehicle kilometrage	976 654	947 623	914 528	807 742	795 548	831 576	736 869	728 292	742 650	718 955	662 100	639 796	-3.4
5. Average vehicle trip length (km)	8.03	8.02	8.05	7.92	7.76	7.92	7.76	8.10	8.18	8.00	7.75	7.70	-0.6
6. Average trips per vehicle (No.)	31	30	29	27	28	29	28	28	30	30	30	30	0
7. Average distance covered per vehicle (km)	252.0	244.7	236.6	215.3	220.6	232.4	217.1	229.4	242.2	241.9	229.3	227.3	-0.9
8. Passengers per vehicle km (No.)	1.63	1.70 (1.60)	1.64	1.64	1.68	1 57	1.47	1.39	1.39	1.43	1.50	1.54	+2.7
9. Passengers per vehicle trip (No.)	13.10	13.70 (12.90)	13.20	13.00	13.04	12.41	11.44	11.23	11.41	11.48	11.66	11.83	+1.5
10. Passengers per vehicle (No.)	411	417 (393)	387	353	371	364	320	318	338	347	345	349	+1.2

Note : 1. * Assume 10% of vehicle fleet were off the road for repair servicing etc.
2. + Cross harbour trips included.
3. Expansion factors for passenger volumes had been updated in 1978, 1980, 1981, 1982 and 1985 since the 1972 survey.
4. () Indicates passenger volumes for 1977 using the 1978 expansion factors instead of 1972 factors.

TABLE 2A
SUMMARY OF PLB VEHICLE TRIPS BY AREA (WEEKDAY - 16 HOUR)

YEAR	AREA					TOTAL	% CHANGED
	H.K. ISLAND	URBAN KOWLOON	KOWLOON-N.T.	N.T. DOMESTIC	CROSS HARBOUR		
1976	26 009	52 926	19 549	8 840	725	108 049	+11.8
1977	24 518	50 994	19 149	9 272	829	104 762	-3.0
1978	25 354	47 956	17 779	8 144	1 638	100 871	-3.7
1979	20 482	40 418	18 468	9 431	1 812	90 611	-10.2
1980	20 537	38 926	16 175	9 319	1 127	86 084	-5.0
1981	19 307	40 050	16 744	11 209	921	88 231	+2.5
1982	17 232	37 748	12 084	12 207	627	79 898	-9.4
1983	16 139	37 006	12 099	9 796	578	75 618	-5.4
1984	16 922	36 278	11 836	10 463	789	76 288	+0.9
1985	16 481	35 963	11 465	10 316	571	74 796	-2.0
1986	15 971	34 229	10 997	9 338	556	71 091	-5.0
1987	16 594	32 549	10 271	9 134	577	69 125	-2.8

TABLE 2B
SUMMARY OF PLB VEHICLE TRIPS BY AREA (WEEKDAY - 24 HOUR)

YEAR	AREA					TOTAL	% CHANGED
	H.K. ISLAND	URBAN KOWLOON	KOWLOON-N.T.	N.T. DOMESTIC	CROSS HARBOUR		
1976	29 543	58 466	22 401	9 680	1 594	121 684	+12.0
1977	27 849	56 332	21 943	10 153	1 822	118 099	-2.9
1978	28 735	53 711	19 912	9 121	2 060	113 539	-3.9
1979	23 220	45 268	20 684	10 563	2 283	102 018	-10.1
1980	23 889	46 711	19 248	10 903	1 744	102 495	+0.5
1981	22 462	48 060	19 925	13 115	1 428	104 990	+2.4
1982	20 042	45 298	14 380	14 282	972	94 974	-9.5
1983	18 773	44 407	14 398	11 461	896	89 395	-5.3
1984	19 691	43 534	14 085	12 241	1 223	90 774	+0.9
1985	19 441	43 156	13 987	11 967	1 302	89 853	-1.0
1986	18 814	41 075	13 416	10 832	1 268	85 405	-5.0
1987	19 549	39 059	12 531	10 595	1 316	83 050	-2.8

TABLE 3A

SUMMARY OF PLB PASSENGER TRIPS BY AREA (WEEKDAY - 16 HOUR)

YEAR	AREA					TOTAL	% CHANGED
	H.K. ISLAND	URBAN KOWLOON	KOWLOON-N.T.	N.T. DOMESTIC	CROSS HARBOUR		
1976	347 021	690 401	324 457	126 415	9 905	1 498 199	+11.1
1977	331 592	705 236	330 847	137 662	11 093	1 516 430	+1.2
1978	349 706	599 963	281 121	111 955	22 299	1 365 044	-10.1
1979	282 717	515 627	262 776	120 842	24 187	1 206 249	-11.6
1980	270 900	472 028	257 114	144 708	15 386	1 160 136	-3.8
1981	251 760	475 602	242 464	148 855	12 742	1 131 423	-2.5
1982	215 845	419 925	158 143	143 248	7 986	945 147	-16.5
1983	203 770	396 663	149 536	120 596	7 452	878 017	-7.1
1984	206 122	401 966	156 139	125 966	9 692	899 885	+2.5
1985	212 325	392 307	148 332	127 776	7 352	888 092	-1.3
1986	204 332	381 218	143 164	121 545	6 817	857 076	-3.5
1987	210 735	371 562	138 881	118 275	6 553	846 006	-1.3

TABLE 3B
SUMMARY OF PLB PASSENGER TRIPS BY AREA (WEEKDAY - 24 HOUR)

YEAR	AREA					TOTAL	% CHANGED
	H.K. ISLAND	URBAN KOWLOON	KOWLOON-N.T.	N.T. DOMESTIC	CROSS HARBOUR		
1976	366 867	722 643	348 825	134 000	22 290	1 594 625	+11.2
1977	350 556	738 170	355 693	145 922	24 964	1 615 305	+1.3
1978	385 533	653 960	306 422	124 270	27 422	1 497 607	-7.3
1979	311 679	562 033	286 426	134 135	29 750	1 324 023	-11.6
1980	305 399	542 832	298 252	166 414	23 482	1 336 379	+0.9
1981	283 949	546 942	281 258	171 183	19 495	1 302 827	-2.5
1982	243 533	482 914	183 446	164 735	12 219	1 086 847	-16.6
1983	229 913	456 162	173 462	138 685	11 402	1 009 624	-7.1
1984	232 737	462 261	181 121	144 860	14 829	1 035 808	+2.6
1985	245 593	455 076	176 515	137 998	16 468	1 031 650	-0.4
1986	236 290	442 213	170 365	131 269	15 270	995 407	-3.5
1987	243 705	431 012	165 268	127 737	14 679	982 401	-1.3

TABLE 4A
SUMMARY OF PLB VEHICLE KILOMETRAGE BY AREA (WEEKDAY - 16 HOUR)

YEAR	AREA					TOTAL	% CHANGED
	H.K. ISLAND	URBAN KOWLOON	KOWLOON-N.T.	N.T. DOMESTIC	CROSS HARBOUR		
1976	161 296	294 032	335 388	61 321	6 584	852 695	+4.0
1977	148 543	287 270	324 357	65 033	7 294	832 497	-2.4
1978	143 608	272 927	328 851	53 633	13 773	812 792	-2.4
1979	107 988	235 373	295 767	63 647	15 076	717 851	-11.7
1980	99 624	220 798	268 099	70 214	8 777	667 512	-7.0
1981	100 180	223 544	281 773	86 022	7 050	698 569	+4.7
1982	98 296	197 313	227 782	91 844	4 728	619 963	-11.3
1983	99 197	195 650	228 817	84 752	4 361	612 777	-1.2
1984	103 317	202 225	223 773	89 212	5 922	624 449	+1.9
1985	98 250	200 989	205 097	87 425	4 166	595 927	-4.6
1986	96 214	189 258	181 630	77 578	4 040	548 720	-7.9
1987	99 983	178 406	168 974	78 870	4 138	530 371	-3.3

TABLE 4B

SUMMARY OF PLB VEHICLE KILOMETRAGE BY AREA (WEEKDAY - 24 HOUR)

YEAR	AREA					TOTAL	% CHANGED
	H.K. ISLAND	URBAN KOWLOON	KOWLOON-N.T.	N.T. DOMESTIC	CROSS HARBOUR		
1976	183 177	327 552	384 306	67 144	14 475	976 654	+4.9
1977	168 694	320 019	371 666	71 208	16 036	947 623	-3.0
1978	163 114	305 678	368 313	60 069	17 354	914 528	-3.5
1979	122 584	263 618	331 259	71 285	18 996	807 742	-11.7
1980	115 798	264 958	319 038	82 150	13 604	795 548	-1.5
1981	116 439	268 253	335 310	100 640	10 928	831 576	+4.5
1982	114 247	236 776	271 061	107 457	7 328	736 869	-11.4
1983	115 300	234 780	272 292	99 160	6 760	728 292	-1.2
1984	120 133	242 670	266 290	104 378	9 179	742 650	+2.0
1985	116 639	241 187	250 218	101 413	9 498	718 955	-3.2
1986	114 201	227 110	221 588	89 990	9 211	662 100	-7.9
1987	118 637	214 087	206 148	91 489	9 435	639 796	-3.4

TABLE 5A

PLB ROUTE CHARACTERISTICS IN 1987
HONG KONG ISLAND (WEEKDAY - 16 HOUR)

REF. NO.	ROUTE	MEAN LENGTH (km)	NORMAL FARE (HK\$)	VEHICLE TRIPS (No.)	VEHICLE KILO- METERAGE (km)	PASSENGER TRIPS (No.)
	DESCRIPTION					
103	Sheung Wan/Central - Aberdeen	9.14	2.5/3.0	1 485	13 573	26 311
104	Sheung Wan/Central - Wah Fu (7)	7.88	2.0/2.5	38	299	793
106	Kennedy Town - Aberdeen	7.26	2.0	523	3 797	7 850
107	Tin Wan - Aberdeen	1.74	1.0	562	978	5 877
108	Shek Pai Wan - Aberdeen	0.85	0.8	1 196	1 017	10 219
109	North Point - Kennedy Town (13)	9.27	2.5/3.0	633	5 868	9 166
110	Wong Chuk Hang - Aberdeen	1.90	1.0	1 621	3 080	13 493
111	Kennedy Town - Central	3.51	1.0-2.0	517	1 815	6 709
112	Kennedy Town - Daimaru	6.89	2.0-3.0	3 542	24 404	57 391
114	Sheung Wan/Central - Quarry Bay (2) & (16)	7.60	3.0	27	205	305
115	Quarry Bay - Wan Chai (9)	5.65	2.0	83	469	733
116	Chai Wan - Wan Chai (14)	9.99	2.0/2.5	547	5 465	7 045
117	Shau Kei Wan - Wan Chai	8.31	2.0/2.5	2 634	21 889	30 739
120	Shau Kei Wan - Chai Wan (4)	2.56	1.0/1.5	449	1 149	4 578
121	Aberdeen - Wah Fu	2.26	1.5	689	1 557	5 680
122	Wan Chai - North Point (10)	4.18	1.0	98	410	981
123	Wan Chai - Sai Wan Ho (11)	7.03	2.0	379	2 664	2 941
125	Daimaru - Wah Fu (15)	10.38	3.0	180	1 868	2 218
127	Sheung Wan/Central - Sai Wan Ho (1)	8.85	3.0	77	681	884
129	Kennedy Town - Sai Wan Ho (1)	12.36	3.0/3.5	128	1 582	2 847
131	Sheung Wan/Central - Wong Chuk Hang (3)	11.04	3.0	171	1 888	762
132	Wan Chai - Kennedy Town (13)	5.09	2.0-3.0	154	784	2 796
133	Daimaru - Shau Kei Wan (6)	6.71	1.0-2.0	47	315	576
134	Chai Wan - Daimaru (1)	8.46	2.0-3.0	48	406	736
135	Kennedy Town - Wah Fu (8)	6.53	2.0	88	575	759
137	Quarry Bay - Chai Wan (5) & (17)	3.98	1.0-2.0	58	231	426
138	Sheung Wan/Central - Wan Chai (2) (16)	2.23	1.0-2.0	101	225	924

TABLE 5A

PLB ROUTE CHARACTERISTICS IN 1987
HONG KONG ISLAND (WEEKDAY - 16 HOUR)
(CONT'D)

ROUTE		MEAN LENGTH (km)	NORMAL FARE (HK\$)	VEHICLE TRIPS (No.)	VEHICLE KILO- METERAGE (km)	PASSENGER TRIPS (No.)
REF. NO.	DESCRIPTION					
140	Lai Tak Tsuen - Kennedy Town (2) & (13)	7.95	2.0-3.0	59	469	919
142	Sai Wan Ho - Chai Wan (17)	3.26	1.0	117	381	885
143	Central - Daimaru (15)	3.78	2.0	185	699	3 167
144	Daimaru - Sai Wan Ho (12) & (18)	6.01	1.0-2.0	93	559	1 220
145	Central - Shek Pai Wan (1) & (16)	10.50	2.5-3.5	65	683	805
HONG KONG ISLAND - 16 HOUR				16 594	99 985	210 735
HONG KONG ISLAND - 24 HOUR				19 549	118 637	243 705

- Notes :
- (1) Operate in morning peak only
 - (2) Operate in morning only
 - (3) Operate in morning peak only from Central to Wong Chuk Hang
 - (4) Operate in morning peak only from Chai Wan to Shau Kei Wan
 - (5) Operate at the period 0700-1200 and 1800-2300
 - (6) Operate at the period 0700-0900 and 1900-2300 from Shau Kei Wan to Daimaru
 - (7) Operate at the period 1700-2300 from Central to Wah Fu
 - (8) Operate at the period 0900-1500 and 1900-2100 from Kennedy Town to Wah Fu
 - (9) Operate in morning only from Wan Chai to Quarry Bay
 - (10) Cease operating after 1500 hour and one way to North Point
 - (11) Cease operating after 1900 hour from Wan Chai to Sai Wan Ho
 - (12) Cease operating after 1900 hour from Daimaru to Sai Wan Ho
 - (13) One way to Kennedy Town
 - (14) One way to Wan Chai
 - (15) One way to Daimaru
 - (16) One way to Central
 - (17) One way to Chai Wan
 - (18) One way to Sai Wan Ho

TABLE 5B

COMPARISON OF PLB CHARACTERISTICS, 1986 - 1987
HONG KONG ISLAND (WEEKDAY - 16 HOUR)

ROUTE		VEHICLE TRIPS (NO.)		PASSENGER TRIPS (NO.)	
REF. NO.	DESCRIPTION	1986	1987	1986	1987
103	Sheung Wan/Central - Aberdeen	1 322	1 485	25 606	26 311
104	Sheung Wan/Central - Wah Fu	73	38	1 103	793
106	Kennedy Town - Aberdeen	516	523	7 271	7 850
107	Tin Wan - Aberdeen	421	562	3 779	5 877
108	Shek Pai Wan - Aberdeen	943	1 196	7 963	10 219
109	North Point - Kennedy Town	717	633	12 797	9 166
110	Wong Chuk Hang - Aberdeen	1 723	1 621	14 369	13 493
111	Kennedy Town - Central	581	517	6 715	6 709
112	Kennedy Town - Daimaru	3 365	3 542	54 958	57 391
114	Sheung Wan/Central - Quarry Bay	50	27	612	305
115	Quarry Bay - Wan Chai	-	83	-	733
116	Chai Wan - Wan Chai	526	547	6 612	7 045
117	Shau Kei Wan - Wan Chai	2 512	2 634	28 183	30 739
120	Shau Kei Wan - Chai Wan	400	449	3 667	4 578
121	Aberdeen - Wah Fu	943	689	8 464	5 680
122	Wan Chai - North Point	55	98	670	981
123	Wan Chai - Sai Wan Ho	481	379	4 146	2 941
125	Daimaru - Wah Fu	153	180	1 197	2 218
127	Sheung Wan/Central - Sai Wan Ho	66	77	573	884
129	Kennedy Town - Sai Wan Ho	157	128	3 151	2 847
131	Sheung Wan/Central - Wong Chuk Hang	205	171	3 064	762
132	Wan Chai - Kennedy Town	80	154	1 462	2 796
133	Daimaru - Sai Kei Wan	-	47	-	576
134	Chai Wan - Daimaru	39	48	677	736
135	Kennedy Town - Wah Fu	81	88	723	759

TABLE 5B

COMPARISON OF PLB CHARACTERISTICS, 1986 - 1987
HONG KONG ISLAND (WEEKDAY - 16 HOUR)
(CONT'D)

ROUTE		VEHICLE TRIPS (NO.)		PASSENGER TRIPS (NO.)	
REF. NO.	DESCRIPTION	1986	1987	1986	1987
137	Quarry Bay - Chai Wan	73	58	524	426
138	Sheung Wan/Central - Wan Chai	86	101	831	924
140	Lai Tak Tsuen - Kennedy Town	64	59	991	919
142	Sai Wan Ho - Chai Wan	117	117	944	885
143	Central - Daimaru	222	185	3 280	3 167
144	Daimaru - Sai Wan Ho	-	93	-	1 220
145	Central - Shek Pai Wan	-	65	-	805
HONG KONG ISLAND TOTAL		15 971	16 594	204 332	210 735

TABLE 6A

PLB ROUTE CHARACTERISTIC IN 1987
URBAN KOWLOON (WEEKDAY - 16 HOUR)

ROUTE		MEAN LENGTH (km)	NORMAL FARE (HK\$)	VEHICLE TRIPS (No.)	VEHICLE KILO- METERAGE (km)	PASSENGER TRIPS (No.)
REF. NO.	DESCRIPTION					
201	Mong Kok - Kwun Tong	8.21	2.0-3.0	1 807	14 835	20 517
202	Castle Peak Road - To Kwa Wan	9.23	2.0-3.0	1 992	18 386	29 490
203	Castle Peak Road - Kwun Tong	12.84	2.0-3.0	2 107	27 054	27 249
204	Hung Hom - Kwun Tong	8.24	2.0-3.0	1 287	10 605	15 350
205	Jordan Road - Kwun Tong	9.14	2.5/3.0	1 702	15 556	22 710
206	Lei Yue Mun - Kwun Tong	3.41	1.3	1 339	4 566	16 457
206A	Lei Yue Mun Ferry - Yau Tong (9)	1.05	1.3	29	30	238
207	Tai Kok Tsui - Kwun Tong (2)	9.39	3.0	15	141	188
208	Sham Shui Po - Kwun Tong (3)	9.72	2.5	120	1 166	1 629
209	Mong Kok - Tsz Wan Shan	6.09	2.5	1 091	6 644	11 126
211A	Sau Mau Ping (Upper) - Kwun Tong	3.34	1.2	2 421	8 086	24 177
211B	Sau Mau Ping (Central) - Kwun Tong	2.63	1.2	1 060	2 788	9 865
211C	Sau Mau Ping (Lower) - Kwun Tong	1.75	1.0	361	632	2 857
213A	Castle Peak Road - Wong Tai Sin (4)	6.80	2.5/3.0	158	1 074	2 102
213B	Castle Peak Road - Wong Tai Sin (5)	6.63	2.0/2.5	1 594	10 568	18 674
214	Mong Kok - Wong Tai Sin	4.97	2.0	1 395	6 933	16 454
215	Lam Tin - Kwun Tong	2.48	1.0	2 500	6 200	26 394
216	Jordan Road - Wong Tai Sin	6.70	2.5/3.0	573	3 839	9 129
217	Sau Mau Ping (Central) - Kwun Tong Ferry	3.51	1.2	929	3 261	11 522
218	Mong Kok - To Kwan Wan	5.12	2.0/2.5	449	2 299	5 176
219	Wong Tai Sin/Kowloon City - Kwun Tong	6.40	1.5-2.5	785	5 024	8 353
220	Ngau Tau Kok - Kwun Tong Ferry	2.12	1.5	296	628	2 424
221	Kwun Tong - Ko Chiu Road Estate	2.92	1.3	823	2 403	8 922
222	Pak Tin Estate - Pei Ho Street	1.12	0.8	237	265	2 224
223	Pak Tin Estate - Mong Kok	3.10	1.5	157	487	1 535

TABLE 6A

PLB ROUTE CHARACTERISTIC IN 1987
 URBAN KOWLOON (WEEKDAY - 16 HOUR)
 (CONT'D)

REF. NO.	ROUTE	MEAN LENGTH (km)	NORMAL FARE (HK\$)	VEHICLE TRIPS (No.)	VEHICLE KILO- METERAGE (km)	PASSENGER TRIPS (No.)
	DESCRIPTION					
224	San Po Kong - Tsz Wan Shan	3.31	2.0	270	894	2 651
225	Hung Hom - Tsz Wan Shan (9)	7.00	2.5	40	280	728
226	Ho Man Tin Estate - Mong Kok	1.82	1.3	797	1 451	8 371
227	Oi Man Estate - Mong Kok	2.60	1.8	1 083	2 816	11 046
228	Mong Kok - Castle Peak Road	3.52	2.0	88	310	896
230	Choi Hung Estate - Mong Kok	4.90	2.0	527	2 582	6 004
231	Choi Hung Estate - Castle Peak Road	7.95	2.0/2.5	385	3 061	4 231
235	Jordan Road - Mei Foo (6)	6.97	3.5	130	906	2 170
236	Ho Man Tin Estate - Hung Hom Ferry (2)	2.45	1.3	16	39	146
238	Lok Man Estate - Mong Kok	3.40	2.0	418	1 421	4 611
239	Hung Hom - Wang Tau Hom (9)	5.63	2.5	19	107	352
241	Kwun Tong - Tsz Wan Shan (2)	5.07	2.5	56	284	880
242	Wong Tai Sin - Oi Man Estate	7.00	2.5	203	1 421	2 836
244	Tsz Wan Shan - Castle Peak Road	7.37	3.0	178	1 312	2 432
245	Jordan Road - Castle Peak Road (7)	4.80	2.0	278	1 334	3 102
246	Sau Mau Ping (Central) - Wo Lok Estate (8)	2.85	1.2	461	1 314	3 492
247	Wong Tai Sin MTR Station - Tsz Wan Shan (10)	2.10	1.0	372	781	2 410
250	Wong Tai Sin - Lion Rock Village	5.73	2.5	28	160	326
251	Mong Kok - Kai Yip Estate	6.80	2.5	265	1 802	2 889
253	Lower Ngau Tau Kok Estate - Lok Wah Estate	1.00	0.7	1 373	1 373	13 770
254	Kwun Tong - Kung Lok Road (11)	0.90	1.0	215	194	1 686
255	Sau Mau Ping (Central) - Mong Kok (12)	9.12	4.0	120	1 094	1 671
URBAN KOWLOON TOTAL - 16 HOUR				32 549	178 406	371 562
URBAN KOWLOON TOTAL - 24 HOUR				39 059	214 087	431 012

TABLE 6A

PLB ROUTE CHARACTERISTIC IN 1987
URBAN KOWLOON (WEEKDAY - 16 HOUR)
(CONT'D)

- Note :
- (1) Operates in morning and evening peaks only
 - (2) Operates in morning peak only
 - (3) Ceases operating after 2000 hours
 - (4) Via Lung Cheung Road
 - (5) Via Boundary Street
 - (6) Operates after 1200 hour
 - (7) One-way from Castle Peak Road only
 - (8) Operates after 1500 hours
 - (9) Operates in morning peak and after 2000 hours
 - (10) Ceases operating after 1200 hours
 - (11) Ceases operating after 2100 hours
 - (12) operates in morning peak only from Sau Mau Ping (Central) to Mong Kok

TABLE 6B
COMPARISON OF PLB CHARACTERISTICS, 1986 - 1987
URBAN KOWLOON (WEEKDAY - 16 HOUR)

REF. NO.	ROUTE DESCRIPTION	VEHICLE TRIPS (NO.)		PASSENGER TRIPS (NO.)	
		1986	1987	1986	1987
201	Mong Kok - Kwun Tong	1 924	1 807	19 418	20 517
202	Castle Peak Road - To Kwa Wan	2 169	1 992	28 940	29 490
203	Castle Peak Road - Kwun Tong	2 572	2 107	32 554	27 349
204	Hung Hom - Kwun Tong	1 322	1 287	15 172	15 350
205	Jordan Road - Kwun Tong	1 747	1 702	23 990	22 710
206	Lei Yue Mun - Kwun Tong	1 401	1 339	18 543	16 457
206A	Lei Yue Mun Ferry - Yau Tong	42	29	241	238
207	Tai Kok Tsui - Kwun Tong	61	15	711	188
208	Sham Shui Po - Kwun Tong	151	120	2 041	1 629
209	Mong Kok - Tsz Wan Shan	1 255	1 091	10 910	11 126
211A	Sau Mau Ping (Upper) - Kwun Tong	2 255	2 421	23 322	24 177
211B	Sau Mau Ping (Central) - Kwun Tong	1 023	1 060	9 554	9 865
211C	Sau Mau Ping (Lower) - Kwun Tong	358	361	2 883	2 857
213A	Castle Peak Road - Wong Tai Sin (1)	121	158	1 376	2 102
213B	Castle Peak Road - Wong Tai Sin (2)	1 651	1 594	17 749	18 674
214	Mong Kok - Wong Tai Sin	1 279	1 395	13 303	16 454
215	Lam Tin - Kwun Tong	2 593	2 500	28 237	26 394
216	Jordan Road - Wong Tai Sin	604	573	8 712	9 129
217	Sau Mau Ping (Central) - Kwun Tong Ferry	936	929	10 229	11 522
218	Mong Kok - To Kwa Wan	440	449	4 470	5 176
219	Wong Tai Sin/Kowloon City - Kwun Tong	504	785	4 736	8 353
220	Ngau Tau Kok - Kwun Tong Ferry	415	296	3 179	2 424
221	Kwun Tong - Ko Chiu Road Estate	920	823	11 259	8 922
222	Pak Tin Estate - Pei Ho Street	675	237	7 499	2 224

TABLE 6B

COMPARISON OF PLB CHARACTERISTICS, 1986 - 1987
URBAN KOWLOON (WEEKDAY - 16 HOUR)
(CONT'D)

ROUTE		VEHICLE TRIPS (NO.)		PASSENGER TRIPS (NO.)	
REF. NO.	DESCRIPTION	1986	1987	1986	1987
223	Pak Tin Estate - Mong Kok	241	157	2 418	1 535
224	San Po Kong - Tsz Wan Shan	357	270	2 889	2 651
225	Hung Hom - Tsz Wan Shan	60	40	1 004	728
226	Ho Man Tin Estate - Mong Kok	679	797	8 029	8 371
227	Di Man Estate - Mong Kok	939	1 083	10 577	11 046
228	Mong Kok - Castle Peak Road	375	88	3 592	896
230	Choi Hung Estate - Mong Kok	483	527	4 847	6 004
231	Choi Hung Estate - Castle Peak Road	339	385	3 454	4 231
235	Jordan Road - Mei Foo	156	130	2 550	2 710
236	Ho Man Tin Estate - Hung Hom Ferry	31	16	253	146
238	Lok Man Estate - Mong Kok	344	418	3 993	4 611
239	Hung Hom - Wang Tau Hom	56	19	632	352
241	Kwun Tong - Tsz Wan Shan	77	56	1 136	880
242	Wong Tai Sin - Di Man Estate	206	203	2 646	2 836
244	Tsz Wan Shan - Castle Peak Road	249	178	3 119	2 432
245	Jordan Road - Castle Peak Road	322	278	3 643	3 102
246	Sau Mau Ping (Central) - Wo Lok Estate	344	461	2 765	3 492
247	Wong Tai Sin MTR Station - Tsz Wan Shan	368	372	2 146	2 410
250	Wong Tai Sin - Lion Rock Village	70	28	840	326
251	Mong Kok - Kai Yip Estate	235	265	2 438	2 889
253	Lower Ngau Tau Kok Estate - Lok Wah Estate	1 594	1 373	16 640	13 770
254	Kwun Tong - Kung Lok Road	208	215	1 492	1 686
255	Sau Mau Ping (Central) - Mong Kok	78	120	1 087	1 671
URBAN KOWLOON TOTAL		34 229	32 549	381 218	371 562

Note : (1) Via Lung Cheung Road
 (2) Via Boundary Street

TABLE 7A
 PLB ROUTE CHARACTERISTIC IN 1987
 KOWLOON - NEW TERRITORIES (WEEKDAY - 16 HOUR)

REF. NO.	ROUTE	MEAN LENGTH (km)	NORMAL FARE (HK\$)	VEHICLE TRIPS (No.)	VEHICLE KILO- METERAGE (km)	PASSENGER TRIPS (No.)
	DESCRIPTION					
301	Jordan Road - Yuen Long	40.60	6.0/7.0	1 219	49 491	17 194
302	Jordan Road - Tsuen Wan	13.38	3.0/3.5	2 380	31 844	35 110
303	Jordan Road - Sheung Shui	33.96	6.0/7.0	276	9 373	5 235
305	Sham Shui Po - Shek Lei	8.04	3.0	390	3 136	5 227
306	Jordan Road - Lei Muk Shu/Shek Yam	11.36	3.0/3.5	976	11 019	13 780
307	Kowloon City - Sai Kung	15.32	4.5/5.0	161	2 467	1 752
307A	Ping Shek/Choi Hung - Sai Kung	10.55	3.0/4.0	233	2 458	2 488
308	Sham Shui Po - Yuen Long	37.35	6.0/7.0	383	14 305	4 821
309	Sham Shui Po - Tsuen Wan	10.56	3.0	1 478	15 608	19 497
312	Mong Kok - Kwai Shing (1)	10.44	3.5	164	1 712	2 079
313	Sham Shui Po - Lei Muk Shu/Shek Yam	8.15	3.0	632	5 151	8 527
315	Sham Shui Po - Lai Yiu	6.15	2.5	186	1 144	1 967
317	Sham Shui Po - Tai Wai	9.00	3.0	190	1 710	1 788
321	Sham Shui Po - Sheung Shui	30.98	5.0-7.0	124	3 842	2 188
322	Mong Kok - Shek Lei	9.00	3.0/3.5	378	3 402	4 934
323	Mong Kok - Lei Muk Shu/Shek Yam	9.90	3.0/3.5	164	1 624	1 910
329	Mai Foo - Princess Margaret Hospital	1.93	1.0	87	168	685
331	Jordan Road - Luen Wo Market (2)	31.34	6.0/7.0	40	1 254	721
332	Mong Kok - Shek Wai Kok/Cheung Shan Estate	13.10	3.5/4.0	139	1 821	1 865
333	Jordan Road - Shek Lei	10.46	3.0/3.5	159	1 663	2 187
334	Un Chau Estate - Cheung Hang Tsuen	2.93	2.0	107	314	815
335	Mong Kok - Tai Wai (3)	10.75	3.0	18	194	256
336	Ping Shek/Choi Hung - Hang Hau	15.10	3.0/3.5	248	3 745	2 255
337	Ping Shek/Choi Hung - Tai O Mun	11.00	3.5/4.0	139	1 529	1 600
KOWLOON/NEW TERRITORIES TOTAL - 16 HOUR				10 271	168 974	138 881
KOWLOON/NEW TERRITORIES TOTAL - 24 HOUR				12 531	206 148	165 268

Note : (1) Operate after 1400 hours
 (2) One-way from Luen Wo Market to Jordan Road
 (3) One-way from Tai Wai to Mong Kok

TABLE 7B

COMPARISON OF PLB CHARACTERISTICS, 1986 - 1987
KOWLOON - NEW TERRITORIES (WEEKDAY - 16 HOUR)

REF. NO.	ROUTE DESCRIPTION	VEHICLE TRIPS (NO.)		PASSENGER TRIPS (NO.)	
		1986	1987	1986	1987
301	Jordan Road - Yuen Long	1 605	1 219	21 382	17 194
302	Jordan Road - Tsuen Wan	2 535	2 380	36 677	35 110
303	Jordan Road - Sheung Shui	322	276	6 026	5 235
305	Sham Shui Po - Shek Lei	680	390	8 084	5 227
306	Jordan Road - Lei Muk Shu/Shek Yam	790	976	10 082	13 780
307	Kowloon City - Sai Kung	352	161	3 906	1 752
307A	Ping Shek/Choi Hung - Sai Kung	-	233	-	2 488
308	Sham Shui Po - Yuen Long	575	383	6 948	4 821
309	Sham Shui Po - Tsuen Wan	1 602	1 478	20 245	19 497
312	Mong Kok - Kwai Shing (1)	136	164	1 815	2 079
313	Sham Shui Po - Lei Muk Shu/Shek Yam	417	632	5 420	8 527
315	Sham Shui Po - Lai Yiu	194	186	1 764	1 967
317	Sham Shui Po - Tai Wai	302	190	2 951	1 788
321	Sham Shui Po - Sheung Shui	89	124	1 532	2 188
322	Mong Kok - Shek Lei	481	378	6 062	4 934
323	Mong Kok - Lei Muk Shu/Shek Yam	295	164	3 346	1 910
329	Mei Foo - Princess Margaret Hospital	154	87	1 320	685
331	Jordan Road - Luen Wo Market (2)	49	40	875	721
332	Mong Kok - Shek Wai Kok/Cheung Shan Estate	121	139	1 549	1 865
333	Jordan Road - Shek Lei	73	159	992	2 187
334	Un Chau Estate - Cheung Hang Tsuen	105	107	733	815
335	Mong Kok - Tai Wai (3)	36	18	543	256
336	Ping Shek/Choi Hung - Hang Hau	84	248	912	2 255
337	Ping Shek/Choi Hung - Tai O Mun	-	139	-	1 600
KOWLOON/NEW TERRITORIES TOTAL		10 997	10 271	143 164	138 881

Note : (1) Operate after 1400 hours
 (2) One-way from Luen Wo Market to Jordan Road
 (3) One-way from Tai Wai to Mong Kok

TABLE 8A

PLB ROUTE CHARACTERISTIC IN 1987
NEW TERRITORIES DOMESTIC (WEEKDAY - 16 HOUR)

REF. NO.	ROUTE	MEAN LENGTH (km)	NORMAL FARE (HK\$)	VEHICLE TRIPS (No.)	VEHICLE KILO- METERAGE (km)	PASSENGER TRIPS (No.)
	DESCRIPTION					
401	Tsuen Wan - Shek Lei	4.67	1.5	748	3 493	10 515
402A	Yuen Long - Sheung Shui (1)	15.51	3.5	1 272	19 729	22 714
402B	Yuen Long - Sheung Shui (2)	16.35	3.5	707	11 559	14 368
403	Yuen Long - San Hui	8.53	2.5/3.0	670	5 715	9 111
404	Yuen Long - Lam Tei	6.15	2.0	448	2 755	5 984
408	Tsuen Wan - Lei Muk Shu	4.73	1.0/1.5	293	1 386	2 752
409	Luen Wo Market - Ping Che	4.80	1.5/2.0	93	446	1 139
410	Tsuen Wan - Tai Wo Hau	1.69	1.0	304	514	2 543
411	Yuen Long - Tai Tong	3.48	1.0	1 169	4 068	11 275
412	Yuen Long - Sheung Tsuen (3)	9.75	2.5	351	3 422	4 351
413	Tai Po - Luen Wo Market	8.06	2.0/2.5	63	508	376
417	Tsuen Wan - Yuen Long	28.51	6.0/7.0	204	5 816	1 966
418	Tsuen Wan - Shek Wai Kok	4.06	1.0	1 508	6 122	16 344
426	Tai Po - Sheung Shui	10.29	2.5/3.0	491	5 052	5 063
427	Luen Wo Market - Sheung Shui	2.62	1.5/2.5	208	545	1 525
428	Yuen Long - Tai Po	17.95	4.0	287	5 152	4 470
429	Sheung Shui - Ping Che	7.42	2.0	234	1 736	2 709
431	Yuen Long - Sheung Tsuen (4)	10.14	2.0	84	852	1 070
DOMESTIC NEW TERRITORIES TOTAL - 16 HOUR				9 134	78 870	118 275
DOMESTIC NEW TERRITORIES TOTAL - 24 HOUR				10 595	91 489	127 737

Note : (1) Via Castle Peak Road
 (2) Via Fan Kam Road
 (3) Via Kam Sheung Road
 (4) Via Kam Tin Road

TABLE 8B

COMPARISON OF PLB CHARACTERISTICS, 1986 - 1987
NEW TERRITORIES DOMESTIC (WEEKDAY - 16 HOUR)

ROUTE		VEHICLE TRIPS (NO.)		PASSENGER TRIPS (NO.)	
REF. NO.	DESCRIPTION	1986	1987	1986	1987
401	Tsuen Wan - Shek Lei	921	748	13 210	10 515
402A	Yuen Long - Sheung Shui (1)	1 123	1 272	20 659	22 714
402B	Yuen Long - Sheung Shui (2)	672	707	12 665	14 368
403	Yuen Long - San Hui	779	670	10 555	9 111
404	Yuen Long - Lam Tei	468	448	6 120	5 984
408	Tsuen Wan - Lei Muk Shu	481	293	4 957	2 752
409	Luen Wo Market - Ping Che	154	93	1 649	1 139
410	Tsuen Wan - Tai Wo Hau	334	304	2 947	2 543
411	Yuen Long - Tai Tong	1 036	1 169	10 089	11 275
412	Yuen Long - Sheung Tsuen (3)	318	351	4 269	4 351
413	Tai Po - Luen Wo Market	79	63	511	376
417	Tsuen Wan - Yuen Long	176	204	2 119	1 966
418	Tsuen Wan - Shek Wai Kok	1 431	1 508	17 429	16 344
426	Tai Po - Sheung Shui	509	491	4 511	5 063
427	Luen Wo Market - Sheung Shui	170	208	1 083	1 525
428	Yuen Long - Tai Po	236	287	3 485	4 470
429	Sheung Shui - Ping Che	328	234	3 639	2 709
431	Yuen Long - Sheung Tsuen (4)	123	84	1 648	1 070
DOMESTIC NEW TERRITORIES TOTAL		9 338	9 134	121 545	118 275

Notes (1) Via Castle Peak Road
 (2) Via Fan Kam Road
 (3) Via Kam Sheung Road
 (4) Via Kam Tin Road

TABLE 9A

PLB CROSS HARBOUR ROUTE CHARACTERISTICS IN 1987
(WEEKDAY - 16 HOUR)

ROUTE GROUP	NO. OF PLB TRIPS	NO. OF PLB PASSENGERS (AT SCREENLINE)
West Kowloon - East Hong Kong	132	1 442
East Kowloon - East Hong Kong	445	5 110
West Kowloon - West Hong Kong	0	0
East Kowloon - West Hong Kong	0	0
CROSS HARBOUR TOTAL - 16 HOUR	577	6 552
CROSS HARBOUR TOTAL - 24 HOUR	1 316	14 676

TABLE 9B

COMPARISON OF PLB CHARACTERISTICS, 1986 - 1987
CROSS HARBOUR (WEEKDAY - 16 HOUR)

ROUTE GROUP	VEHICLE TRIPS (NO.)		PASSENGER TRIPS (NO.)	
	1986	1987	1986	1987
West Kowloon - East Hong Kong	187	132	2 282	1 442
East Kowloon - East Hong Kong	369	445	4 535	5 110
West Kowloon - West Hong Kong	0	0	0	0
East Kowloon - West Hong Kong	0	0	0	0
CROSS HARBOUR TOTAL	556	577	6 817	6 552

TABLE 10
PERCENTAGE OF HOURLY VARIATION IN PLB TRAFFIC AT SCREENLINES (PERCENT OF 16-HOUR TOTAL)

LOCATION	VEHICLE/ PASSENGER	DIRECTION	HOUR BEGINNING																16-HOUR TOTAL
			07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	22	
HK ISLAND E-W CORRIDOR ACROSS SCREENLINE F-F	VEHICLE	E-B	5.63	8.81	8.46	5.79	5.18	5.26	5.99	5.67	7.28	5.50	6.52	6.03	7.69	5.71	5.54	4.94	2 471
		W-B	6.87	8.53	7.27	6.12	5.77	5.45	5.37	6.16	4.74	7.03	6.60	7.11	5.96	5.81	6.75	4.46	2 532
		2 DIRECTIONS	6.25	8.67	7.85	5.95	5.48	5.36	5.68	5.92	6.00	6.28	6.55	6.58	6.81	5.76	6.16	4.70	5 003
	PASSENGER	E-B	6.20	12.01	7.44	4.92	5.75	6.88	5.28	5.27	7.61	6.32	7.60	7.80	6.95	3.76	3.71	2.50	23 388
		W-B	5.70	9.12	7.13	6.67	5.84	5.46	5.56	7.06	4.56	5.78	7.38	8.32	6.15	4.58	6.36	4.33	25 380
		2 DIRECTIONS	5.94	10.51	7.28	5.83	5.80	6.14	5.43	6.20	6.02	6.04	7.49	8.07	6.53	4.18	5.09	3.45	48 768
HK ISLAND N-S CORRIDOR VIA POK FU LAM ROAD	VEHICLE	S-B	7.41	8.22	7.04	5.72	4.84	5.72	4.70	3.96	5.21	4.40	6.75	9.32	10.93	6.24	5.21	4.33	1 363
		N-B	7.76	12.36	5.89	5.12	4.95	3.33	4.61	4.95	5.38	4.61	7.76	9.04	7.94	5.89	5.55	4.86	1 172
		2 DIRECTIONS	7.57	10.14	6.51	5.44	4.89	4.62	4.65	4.42	5.29	4.50	7.22	9.19	9.55	6.07	5.36	4.58	2 535
	PASSENGER	S-B	7.11	7.78	4.96	4.04	3.99	4.58	4.19	3.29	6.16	4.70	7.78	11.01	12.13	7.38	6.06	4.84	16 122
		N-B	9.86	16.39	7.10	5.10	4.99	3.54	3.49	4.22	4.25	4.38	10.05	9.54	7.90	4.08	2.79	2.32	11 312
		2 DIRECTIONS	8.24	11.33	5.84	4.48	4.41	4.15	3.90	3.67	5.37	4.57	8.72	10.40	10.38	6.02	4.71	3.81	27 434
KOWLOON EXTERNAL CORDON	VEHICLE	S-B	9.28	11.14	6.64	4.37	4.50	4.54	4.71	3.20	3.81	3.98	5.69	8.56	8.96	6.97	6.68	6.97	5 377
		N-B	7.41	9.02	5.40	5.14	4.67	4.75	4.13	4.29	4.15	4.45	6.00	9.43	8.67	7.15	7.88	7.46	4 964
		2 DIRECTIONS	8.39	10.13	6.04	4.74	4.58	4.64	4.43	3.72	3.98	4.21	5.84	8.97	8.82	7.06	7.25	7.20	10 341
	PASSENGER	S-B	11.45	14.09	7.85	4.69	3.76	3.87	4.31	3.13	3.60	3.62	6.83	11.25	8.75	5.55	3.85	3.40	53 727
		N-B	7.67	8.75	4.29	3.27	3.25	3.09	3.37	3.36	3.41	4.29	6.46	11.49	10.59	8.27	9.29	9.15	54 320
		2 DIRECTIONS	9.55	11.41	6.06	3.98	3.50	3.48	3.84	3.24	3.50	3.96	6.64	11.37	9.68	6.91	6.59	6.29	108 047
SCREENLINE A-A ALONG KCR	VEHICLE	E-B	6.18	8.90	6.15	4.73	4.70	4.78	5.00	4.09	4.74	5.08	6.58	8.16	8.75	7.03	7.40	7.73	8 604
		W-B	6.31	8.41	6.71	5.35	5.08	5.17	4.92	4.86	4.62	5.35	6.05	7.80	9.12	7.51	6.62	6.12	8 334
		2 DIRECTIONS	6.25	8.66	6.42	5.04	4.88	4.97	4.96	4.47	4.68	5.21	6.32	7.98	8.93	7.27	7.02	6.94	16 938
	PASSENGER	E-B	4.34	8.11	4.37	3.08	2.94	3.39	3.28	3.85	4.64	5.55	7.92	10.51	11.14	8.38	9.22	9.28	90 610
		W-B	7.33	10.95	7.91	5.27	4.98	4.61	5.04	4.50	4.55	5.07	6.48	9.77	9.04	6.62	4.60	3.28	85 051
		2 DIRECTIONS	5.79	9.48	6.08	4.14	3.93	3.98	4.13	4.17	4.59	5.32	7.23	10.15	10.12	7.53	6.98	6.38	175 661
CROSS-HARBOUR	VEHICLE	2 DIRECTIONS	9.36	10.05	0.52	0.00	0.35	0.35	0.69	0.17	0.17	1.22	4.33	13.00	15.60	12.65	14.73	16.81	577
	PASSENGER	2 DIRECTIONS	8.51	9.40	0.64	0.00	0.00	0.00	0.21	0.08	0.15	1.49	5.00	15.57	16.07	12.77	14.80	15.31	6 553

TABLE 11A
DETAILS OF ROUTES ON WHICH FARES VARIED BY TIME OF DAY
HONG KONG ISLAND

ROUTE		NORMAL FARE (HK\$)	INCREASED FARE (HK\$)	HOUR OF OPERATION ON INCREASED FARE	TOTAL NO. OF 16-HR. PASSENGER	PROPORTION OF 16-HR PASSENGER PAYING INCREASED FARE (%)
REF. NO.	DESCRIPTION					
103	Sheung Wan/Central - Aberdeen	2.5/3.0	3.5-4.0	0700-1000 1600-2000	26 311	36.6
104	Sheung Wan/Central - Wah Fu	2.0/2.5	3.0-4.0	0700-1200 1700-1900	793	66.2
109	North Point - Kennedy Town	2.5/3.0	3.5	0700-0900	9 166	9.4
111	Kennedy Town - Central	1.0-2.0	2.5-3.0	0700-1000 1700-2000	6 709	27.8
112	Kennedy Town - Daimaru	2.0-3.0	3.5-5.0	0700-1000	57 391	7.4
114	Sheung Wan/Central - Quarry Bay	3.0	3.5-5.0	0700-0900	305	40.6
116	Chai Wan - Wan Chai	2.0/2.5	3.0	0700-1100 1700-2000	7 045	26.8
117	Shau Kei Wan - Wan Chai	2.0/2.5	3.0	0700-1000 1600-2000	30 739	18.9
120	Shau Kei Wan - Chai Wan	1.0/1.5	2.0	0700-0900	4 578	12.6
123	Wan Chai - Sai Wan Ho	2.0	2.5-3.0	0700-1000 1600-1900	2 941	31.0
125	Daimaru - Aberdeen	3.0	3.5-5.0	0700-1000	2 218	36.5
127	Central - Sai Wan Ho	3.0	3.5-6.0	0700-1000	884	64.2
129	Kennedy Town - Sai Wan Ho	3.0/3.5	4.0-5.0	0700-1000	2 847	47.9
132	Wan Chai - Kennedy Town	2.0-3.0	3.5	0700-0900	2 796	1.6
138	Sheung Wan/Central - Wan Chai	1.0-2.0	3.0-4.0	0800-1000 1500-1900	924	39.9
140	Kennedy Town - Lai Tak Tsuen	2.0-3.0	4.0	0800-0900	919	27.0
142	Sai Wan Ho - Chai Wan	1.0	1.5-2.0	0700-1000	885	45.1
143	Central - Daimaru	2.0	2.5-3.0	0700-1500 2000-2300	3 167	17.9
144	Daimaru - Sai Wan Ho	1.0-2.0	2.5-3.0	1700-1900	1 220	20.2
145	Central - Shek Pai Wan	2.5-3.5	4.0	0700-0900	805	52.2
ALL PASSENGERS ON HONG KONG ISLAND					162 643	19.4

TABLE 11B
DETAILS OF ROUTES ON WHICH FARES VARIED BY TIME OF DAY
URBAN KOWLOON

ROUTE		NORMAL FARE (HK\$)	INCREASED FARE (HK\$)	HOUR OF OPERATION ON INCREASED FARE	TOTAL NO. OF 16-HR. PASSENGER	PROPORTION OF 16-HR PASSENGER PAYING INCREASED FARE (%)
REF. NO.	DESCRIPTION					
201	Mong Kok - Kwun Tong	2.0-3.0	3.5	0800 - 1000	20 517	5.3
202	Castle Peak Road - To Kwa Wan	2.0-3.0	3.5/4.0	0700 - 1000 1700 - 2000	29 490	11.6
203	Castle Peak Road - Kwun Tong	2.0-3.0	3.5/4.0	0700 - 1000 1700 - 2000	27 349	22.8
204	Hung Hom - Kwun Tong	2.0-3.0	3.5/4.0	0700 - 1000 1700 - 2000	15 350	18.2
205	Jordan Road - Kwun Tong	2.5/3.0	3.5/4.0	0700 - 1000 1700 - 2000	22 710	21.9
209	Mong Kok - Tsz Wan Shan	2.5	3.0	0700 - 1000 1700 - 1900	11 126	12.8
213B	Castle Peak Road - Wong Tai Sin (1)	2.0/2.5	3.0/3.5	0700 - 1000 1800 - 2000	18 674	14.7
218	Mong Kok - To Kwa Wan	2.0/2.5	3.0	0800 - 1000	5 176	8.5
219	Wong Tai Sin - Kwun Tong	2.0/2.5	3.0	1700 - 2000	8 353	4.7
225	Hung Hom - Tsz Wan Shan	2.5	3.0	0700 - 1000	728	62.2
230	Choi Hung Estate - Mong Kok	2.0	2.5	0700 - 1000	6 004	7.6
231	Choi Hung Estate - Castle Peak Road	2.0/2.5	3.0/3.5	0700 - 0900 1800 - 2000	4 231	5.3
245	Jordan Road - Castle Peak Road	2.0	2.5/3.0	1700 - 2000	3 102	3.7
ALL PASSENGERS IN KOWLOON					371 562	6.7

Note : (1) Via Boundary Street

TABLE 11C

DETAILS OF ROUTES ON WHICH FARES VARIED BY TIME OF DAY
KOWLOON - NEW TERRITORIES

ROUTE		NORMAL FARE (HK\$)	INCREASED FARE (HK\$)	HOUR OF OPERATION ON INCREASED FARE	TOTAL NO. OF 16-HR. PASSENGER	PROPORTION OF 16-HR PASSENGER PAYING INCREASED FARE (%)
REF. NO.	DESCRIPTION					
301	Jordan Road - Yuen Long	6.0/7.0	8.0	0700 - 0900 1700 - 2300	17 194	34.9
306	Jordan Road - Lei Muk Shu/Shek Yam	3.0/3.5	4.0	0800 - 1100 1700 - 1900	13 780	17.9
308	Sham Shui Po - Yuen Long	6.0/7.0	8.0	0700 - 0900 1700 - 2300	4 821	24.2
322	Mong Kok - Shek Lei	3.0/3.5	4.0	1900 - 2300	4 934	5.4
323	Mong Kok - Lei Muk Shu/Shek Yam	3.0/3.5	4.0	1700 - 2300	1 910	10.9
ALL PASSENGER IN KOWLOON - NEW TERRITORIES					138 881	7.3

TABLE 12A
DISTRIBUTION OF REVENUE BY PLB ROUTE
HONG KONG ISLAND (WEEKDAY - 16 HOUR)

ROUTE		REVENUE (HK\$)	VEHICLE KILOMETRAGE (km)	REVENUE PER VEHICLE KILOMETRE (HK\$)
REF. NO.	DESCRIPTION			
103	Sheung Wan/Central - Aberdeen	84 971	13 573	6.26
104	Sheung Wan/Central - Wah Fu	2 732	299	9.14
106	Kennedy Town - Aberdeen	15 700	3 797	4.13
107	Tin Wan - Aberdeen	7 149	978	7.31
108	Shek Pai Wan - Aberdeen	8 177	1 017	8.04
109	North Point - Kennedy Town	26 948	5 868	4.59
110	wong Chuk Hang - Aberdeen	13 493	3 080	4.38
111	Kennedy Town - Central	14 039	1 815	7.73
112	Kennedy Town - Daimaru	151 369	24 404	6.20
114	Sheung Wan/Central - Quarry Bay	1 065	205	5.20
115	Wan Chai - Quarry Bay	1 573	469	3.35
116	Chai Wan - Wan Chai	17 222	5 465	3.15
117	Shau Kei Wan - Wan Chai	72 944	21 889	3.33
120	Shau kei Wan - Wan Chai	6 205	1 149	5.40
121	Aberdeen - Wah Fu	8 324	1 557	5.35
122	Wan Chai - North Point	1 162	410	2.83
123	Wan Chai - Sai Wan Ho	6 675	2 664	2.51
125	Daimaru - Wah Fu	8 107	1 868	4.34
127	Sheung Wan/Central - Sai Wan Ho	3 631	681	5.33
129	Kennedy Town - Sai Wan Ho	10 688	1 582	6.76
131	Sheung Wan/Central - Wong Chuk Hang	2 286	1 888	1.21
132	Wan Chai - Kennedy Town	7 236	784	9.23
133	Daimaru - Shau Kei Wan	1 456	315	4.62
134	Chai Wan - Daimaru	2 023	406	4.98
135	Kennedy Town - Wan Fu	1 518	575	2.64
137	Quarry Bay - Chai Wan	769	231	3.33
138	Sheung Wan/Central - Wan Chai	2 171	225	9.65
140	Lai Tak Tsuen - Kennedy Town	2 693	469	5.74
142	Sai Wan Ho - Chai Wan	1 276	381	3.35
143	Central - Daimaru	6 348	699	9.08
144	Daimaru - Sai Wan Ho	2 061	559	3.69
145	Central - Shek Pai Wan	2 803	683	4.10
HONG KONG ISLAND		494 814	99 985	4.95

TABLE 12B
DISTRIBUTION OF REVENUE BY PLB ROUTE
URBAN KOWLOON (WEEKDAY - 16 HOUR)

ROUTE		REVENUE (HK\$)	VEHICLE KILOMETRAGE (km)	REVENUE PER VEHICLE KILOMETRE (HK\$)
REF. NO.	DESCRIPTION			
201	Mong Kok - Kwun Tong	61 448	14 835	4.14
202	Castle Peak Road - To Kwan Wan	85 904	18 386	4.67
203	Castle Peak Road - Kwun Tong	85 739	27 054	3.17
204	Hung Hom - Kwun Tong	45 014	10 605	4.24
205	Jordan Road - Kwun Tong	71 082	15 556	4.57
206	Lei Yue Mun - Kwun Tong	21 394	4 566	4.69
206A	Lei Yue Mun Ferry - Yau Tong	309	30	10.30
207	Tai Kok Tsui - Kwun Tong	564	141	4.00
208	Sham Shui Po - Kwun Tong	4 073	1 166	3.49
209	Mong Kok - Tsz Wan Shan	28 527	6 644	4.29
211A	Sau Mau Ping (Upper) - Kwun Tong	29 012	8 086	3.59
211B	Sau Mau Ping (Central) - Kwun Tong	11 838	2 788	4.25
211C	Sau Mau Ping (Lower) - Kwun Tong	2 857	632	4.52
213A	Castle Peak Road - Wong Tai Sin (1)	6 225	1 074	5.80
213B	Castle Peak Road - Wong Tai Sin (2)	42 876	10 568	4.06
214	Mong Kok - Wong Tai Sin	32 908	6 933	4.75
215	Lam Tin - Kwun Tong	26 394	6 200	4.26
216	Jordan Road - Wong Tai Sin	22 845	3 839	5.95
217	Sau Mau Ping (Central) - Kwun Tong Ferry	13 826	3 261	4.24
218	Mong Kok - To Kwa Wan	11 957	2 299	5.20
219	Wong Tai Sin/Kowloon City - Kwun Tong	18 594	5 024	3.70
220	Ngau Tau Kok - Kwun Tong Ferry	3 636	628	5.79
221	Kwun Tong - Ko Chiu Road Estate	11 599	2 403	4.83
222	Pak Tin Estate - Pei Ho Street	1 779	265	6.71
223	Pak Tin Estate - Mong Kok	2 303	487	4.73
224	San Po Kong - Tsz Wan Shan	5 302	894	5.93
225	Hung Hom - Tsz Wan Shan	2 046	280	7.31

TABLE 12B
DISTRIBUTION OF REVENUE BY PLB ROUTE
URBAN KOWLOON (WEEKDAY - 16 HOUR)
(CONT'D)

ROUTE		REVENUE (HK\$)	VEHICLE KILOMETRAGE (km)	REVENUE PER VEHICLE KILOMETRE (HK\$)
REF. NO.	DESCRIPTION			
226	Ho Man Tin Estate - Mong Kok	10 882	1 451	7.50
227	Oi Man Estate - Mong Kok	19 883	2 816	7.06
228	Mong Kok - Castle Peak Road	1 792	310	5.78
230	Choi Hung Estate - Mong Kok	12 236	2 582	4.74
231	Choi Hung Estate - Castle Peak Road	9 097	3 061	2.97
235	Jordan Road - Mei Foo	7 595	906	8.38
236	Ho Man Tin Estate - Hung Hom Ferry	190	39	4.87
238	Lok Man Estate - Mong Kok	9 222	1 421	6.49
239	Hung Hom - Wang Tau Hom	880	107	8.22
241	Kwun Tong - Tsz Wan Shan	2 200	284	7.75
242	Wong Tai Sin - Oi Man Estate	7 090	1 421	4.99
244	Tsz Wan Shan - Castle Peak Road	7 296	1 312	5.56
245	Jordan Road - Castle Peak Road	6 271	1 334	4.70
246	Sau Mau Ping (Central) - Wo Lok Estate	4 190	1 314	3.19
247	Wong Tai Sin MTR Station - Tsz Wan Shan	2 410	781	3.09
250	Wong Tai Sin - Lion Rock Village	815	160	5.09
251	Mong Kok - Kai Yip Estate	7 223	1 802	4.01
253	Lower Ngau Tau Kok Estate - Lok Wah Estate	9 639	1 373	7.02
254	Kwun Tong - Kung Lok Road	1 686	194	8.69
255	Sau Mau Ping (Central) - Mong Kok	6 684	1 094	6.11
URBAN KOWLOON TOTAL		777 332	178 406	4.36

Notes : (1) Via Lung Cheung Road
(2) Via Boundary Street

TABLE 12C
DISTRIBUTION OF REVENUE BY PLB ROUTE
KOWLOON - NEW TERRITORIES (WEEKDAY - 16 HOUR)

ROUTE		REVENUE (HK\$)	VEHICLE KILOMETRAGE (km)	REVENUE PER VEHICLE KILOMETRE (HK\$)
REF. NO.	DESCRIPTION			
301	Jordan Road - Yuen Long	166 902	49 491	2.36
302	Jordan Road - Tsuen Wan	122 568	31 844	3.85
303	Jordan Road - Sheung Shui	35 137	9 373	3.75
305	Sham Shui Po - Shek Lei	15 681	3 136	5.00
306	Jordan Road - Lei Muk Shu/Shek Yam	46 445	11 019	4.21
307	Kowloon City - Sai Kung	6 537	2 467	2.65
307A	Ping Shek/Choi Hung - Sai Kung	7 384	2 458	
308	Sham Shui Po - Yuen Long	31 717	14 305	2.22
309	Sham Shui Po - Tsuen Wan	58 433	15 608	3.74
312	Mong Kok - Kwai Shing	9 506	1 712	5.55
313	Sham Shui Po - Lei Muk Shu/Shek Yam	25 581	5 151	4.97
315	Sham Shui Po - Lai Yiu	5 042	1 144	4.41
317	Sham Shui Po - Tai Wai	5 272	1 710	3.08
321	Sham Shui Po - Sheung Shui	14 121	3 842	3.68
322	Mong Kok - Shek Lei	16 090	3 402	4.73
323	Mong Kok - Lei Muk Shu/Shek Yam	6 007	1 624	3.70
329	Mei Foo - Princess Margaret Hospital	685	168	4.08
331	Jordan Road - Luen Wo Market	4 546	1 254	3.63
332	Mong Kok - Shek Wai Kok/Cheung Shan Estate	7 324	1 821	4.02
333	Jordan Road - Shek Lei	7 243	1 663	4.36
334	Un Chau Estate - Cheung Hang Tsuen	1 630	314	5.19
335	Mong Kok - Tai Wai	768	194	3.96
336	Ping Shek/Choi Hung - Hang Hau	7 798	3 745	2.08
337	Ping Shek/Choi Hung - Tai O Mun	5 021	1 529	3.28
KOWLOON - NEW TERRITORIES TOTAL		557 438	168 974	3.30

TABLE 12D
DISTRIBUTION OF REVENUE BY PLB ROUTE
NEW TERRITORIES DOMESTIC (WEEKDAY - 16 HOUR)

ROUTE		REVENUE (HK\$)	VEHICLE KILOMETRAGE (km)	REVENUE PER VEHICLE KILOMETRE (HK\$)
REF. NO.	DESCRIPTION			
401	Tsuen Wan - Shek Lei	15 773	3 493	4.52
402A	Yuen Long - Sheung Shui	79 499	19 729	4.03
402B	Yuen Long - Sheung Shui	50 288	11 559	4.35
403	Yuen Long - San Hui	24 231	5 715	4.24
404	Yuen Long - Lam Tai	11 968	2 755	4.34
408	Tsuen Wan - Lei Muk Shu	3 663	1 386	2.64
409	Luen Wo Market - Ping Che	1 923	446	4.31
410	Tsuen Wan - Tai Wo Hau	2 643	514	5.14
411	Yuen Long - Tai Tong	11 275	4 068	2.77
412	Tai Po - Sheung Tsuen	10 878	3 422	3.18
413	Tai Po - Luen Wo Market	852	508	1.68
417	Tsuen Wan - Yuen Long	13 269	5 816	2.28
418	Tsuen Wan - Shek Wai Kok	16 630	6 122	2.72
426	Tai Po - Sheung Shui	13 029	5 052	2.58
427	Luen Wo Market - Sheung Shui	2 554	545	4.69
428	Yuen Long - Tai Po	17 880	5 152	3.47
429	Sheung Shui - Ping Che	5 414	1 736	3.12
431	Yuen Long - Sheung Tsuen	2 140	852	2.51
DOMESTIC NEW TERRITORIES TOTAL		283 909	78 870	3.60

TABLE 13
COMPARISON OF GMB CHARACTERISTICS, 1977-1987 (WEEKDAY - 16 HOUR)

CHARACTERISTICS	1977	1978	1979	1980	1981	1982	1983	1984		1985	1986	1987
1. Number of GMB registered	43	54	181	343	374	579	822	943		1 048 ⁺	1 142	1 222
2. Number of vehicle trips operated	1 320	1 413	1 730	11 317	14 755	21 479	32 056	38 142		45 203	50 837	53 272
3. Number of vehicle trips scheduled	1 118	1 232	7 349	10 546	12 944	17 442	23 121	27 725		31 789	37 621	39 178
4. Proportion of trips operated	118%	115%	100%	107%	114%	123%	139%	138%		142%	135%	136%
5. Number of passengers	13 961	15 137	67 217	110 215	149 552	201 216	297 092	359 188	484 824 ⁺⁺	572 297 ⁺⁺	611 326 ⁺⁺	611 817 ⁺⁺
6. Total vehicle Kilometrage	11 404	12 169	29 867	58 186	79 828	112 753	162 676	202 168		224 990	254 984	262 381
7. Average vehicle trip length (km)	8.64 (8.02)	8.61 (8.05)	4.08 (7.92)	5.14 (7.76)	5.41 (7.92)	5.25 (7.76)	5.07 (8.10)	5.30 (8.18)		4.98 (8.00)	5.02 (7.75)	4.93 (7.70)
8. Average trips per vehicle (No.)	34 (30)	29 (29)	45 (27)	37 (28)	44 (29)	41 (28)	43 (28)	45 (30)		48 (30)	49 (30)	48 (30)
9. Average distance covered per vehicle (km)	294.7 (244.7)	250.4 (236.6)	183.3 (215.3)	188.5 (220.6)	237.2 (232.4)	216.4 (217.1)	219.8 (229.4)	238.1 (242.2)		238.5 (241.9)	248.1 (229.3)	238.5 (227.3)
10. Passengers per vehicle km (No.)	1.22 (1.70)	1.24 (1.64)	2.25 (1.64)	1.89 (1.68)	1.87 (1.57)	1.78 (1.47)	1.83 (1.39)	1.78 (1.39)	2.40 ⁺⁺ (1.39)	2.54 (1.43)	2.40 ⁺⁺ (1.50)	2.52 ⁺⁺ (1.54)
11. Passengers per vehicle trips (No.)	10.58 (13.70)	10.71 (13.20)	9.18 (13.00)	9.74 (13.00)	10.14 (12.40)	9.37 (11.40)	9.27 (11.20)	9.42 (11.41)	12.71 ⁺⁺ (11.41)	12.66 ⁺⁺ (11.48)	12.03 ⁺⁺ (11.66)	12.42 ⁺⁺ (11.83)
12. Passengers per vehicle (No.)	361 (417)	311 (387)	413 (353)	357 (371)	444 (364)	386 (320)	401 (318)	423 (338)	571 ⁺⁺ (338)	607 ⁺⁺ (347)	595 ⁺⁺ (345)	602 ⁺⁺ (349)

Notes : + As at survey month (Nov. 1985)
 ++ Route passengers
 () Denotes corresponding 24-hour PLB data

* Note including non-observable routes
 ** Assume 10% of vehicle were off road due to repair etc.

TABLE 14A

GMB ROUTE CHARACTERISTICS IN 1987
HONG KONG ISLAND (WEEKDAY - 16 HOUR)

ROUTE		MEAN LENGTH (KM)	AUTHO- RISED FARE (HK\$)	VEHICLE TRIPS (NO.)	VEHICLE KILO- METRAGE (KM)	PASSENGER TRIPS (NO.)	SCHEDULED VEHICLE TRIPS (No.)	
NO.	DESCRIPTION						16-HR	24-HR
1	Central (H.M.S. Tamar) - The Peak (Upper Peak Tram Terminus)	8.1	3.5	249	2 017	3 583	236	250
1A	Central (Star Ferry) - Macdonnell Road (Circular)	2.3	1.3	135	304	2 063	128	128
2	Central (H.M.S. Tamar) - Old Peak Road (Circular)	4.0	2.0	80	316	680	92	92
3	Central (H.M.S. Tamar) - Po Shan Road	4.7	2.0	276	1 297	3 215	218	218
3A	Central (H.M.S. Tamar) - Conduit Road	4.1	2.0	25	103	264	100	100
4A	Aberdeen (Shek Pai Wan) - Causeway Bay (Yun Ping Road) (2)	8.9	3.0	550	4 895	8 737	416	496
4B	Aberdeen (Shek Pai Wan) - Wan Chai (Circular)	7.9	3.0	98	774	1 629	96	96
4C	Aberdeen (Shek Pai Wan) - Causeway	7.7	3.0	372	2 864	5 732	184	204
5	Aberdeen (Nam Ning Street) - Causeway Bay (Pak Sha Road)	9.7	3.0	227	2 202	2 817	206	218
6	Central (Star Ferry) - Ocean Park/Shouson Hill	12.1	3.0	54	653	453	62	62
7	Central (Star Ferry) - Mount Nicholson Gap	8.6	3.0	20	172	146	29	29
8	Central (Star Ferry) - Baguio Villas (Lower)	9.1	3.0	278	2 530	6 246	270	274
9	Central (Star Ferry) - Bowen Road (Circular)	3.3	2.0	112	370	1 090	114	114

TABLE 14A

GMB ROUTE CHARACTERISTICS IN 1987
HONG KONG ISLAND (WEEKDAY - 16 HOUR)
(CONT'D)

ROUTE		MEAN LENGTH (KM)	AUTHO- RISED FARE (HK\$)	VEHICLE TRIPS (NO.)	VEHICLE KILO- METRAGE (KM)	PASSENGER TRIPS (NO.)	SCHEDULED VEHICLE TRIPS (No.)	
NO.	DESCRIPTION						16-HR	24-HR
10	Causeway Bay (Lockhart Road) - Scenic Villas/Sandy Bay	10.7	4.0	142	1 512	3 054	213	218
11	Tin Wan (Ka Wo Street) - Causeway Bay (Jaffe Road)	13.9	4.0	110	1 529	2 471	127	130
12	Kwun Lung Lau - Sai Ying Pun (Circular)	3.0	1.3	345	1 035	4 042	292	304
13	Ka Wai Man Road - Sai Ying Pun (Circular)	2.3	1.0	432	972	5 403	232	248
14M	Causeway Bay (Pak Sha Road) - Purves Road (Circular)	3.1	1.5	284	880	3 298	148	148
15	Stanley Village - Stanley Fort	4.1	1.5	63	258	631	78	78
16M	Chai Wan MTR Station - Stanley Village/Chung Hom Kok	12.3	3.5	123	1 513	1 478	60	61
18M	Chai Wan MTR Station - Cape Collinson Correctional Institution)	5.4	2.5	12	65	156	12	12
19	Sai Wan Ho Ferry Pier - O Pui Lung	1.5	1.0	577	866	6 416	148	158
20	Chai Wan Ferry - Sai Wan Ho Ferry	5.0	1.5	765	3 825	11 396	353	382
20M	Chai Wan Ferry - Hing Man Estate	3.3	1.0	526	1 736	4 922	394	424
21M	Causeway Bay (Pak Sha Road) - Boyce Road (Circular)	3.7	1.5	380	1 387	4 399	351	368

TABLE 14A

GMB ROUTE CHARACTERISTICS IN 1987
HONG KONG ISLAND (WEEKDAY - 16 HOUR)
(CONT'D)

ROUTE		MEAN LENGTH (KM)	AUTHO- RISED FARE (HK\$)	VEHICLE TRIPS (NO.)	VEHICLE KILO- METRAGE (KM)	PASSENGER TRIPS (NO.)	SCHEDULED VEHICLE TRIPS (No.)	
NO.	DESCRIPTION						16-HR	24-HR
21M	Lai Tak Tsuen - Causeway Bay (Pak Sha Road) (1)	1.5	1.0	199	299	2 092	-	-
22	Central (Star Ferry) - Pok Fu Lam Gardens	9.4	3.0	380	3 572	5 019	366	376
23	Kennedy Town (Holland Street) - Pok Fu Lam (Circular)	5.5	2.0	209	1 139	2 936	204	220
24A	Admiralty MTR Station - Shiu Fei Terrace (Circular)	3.1	2.0	52	161	560	38	38
24M	Mount Butler - Admiralty MTR Station	7.0	3.0	176	1 232	1 637	139	142
25	Upper Braemar Hill - Admiralty MTR Station	7.0	2.5	423	2 961	4 553	364	384
25A	Kingsford Gardens - Admiralty MTR Station	7.2	2.5	30	216	266	96	96
25M	Upper Braemar Hill - Quarry Bay MTR Station (Circular)	5.1	2.0	118	1 192	787	102	102
27	Aberdeen (Sai On Street) - Ap Lei Chau (Wing Fung Street) (3)	3.1	1.1	383	1 187	5 181	291	335
28	Baguio Villas (Upper) - Causeway Bay (Yun Ping Road)	14.7	4.0	325	4 778	6 239	200	205
28A	Central (Star Ferry) - So Kon Po (Circular)	9.7	2.5	79	762	1 071	98	98
29	Ap Lei Chau (Estate) - Ocean Park (Tai Shue Wan)	5.0	2.0	80	400	900	40	40
	Ap Lei Chau (Estate) - Wong Chuk Hang (Heung Yip Road) (1)	2.8	1.2	573	1 604	6 431	406	462

TABLE 14A

GMB ROUTE CHARACTERISTICS IN 1987
HONG KONG ISLAND (WEEKDAY - 16 HOUR)
(CONT'D)

ROUTE		MEAN LENGTH (KM)	AUTHO- RISED FARE (HK\$)	VEHICLE TRIPS (NO.)	VEHICLE KILO- METRAGE (KM)	PASSENGER TRIPS (NO.)	SCHEDULED VEHICLE TRIPS (No.)	
NO.	DESCRIPTION						16-HR	24-HR
29A	Ap Lei Chau (Estate) - Wong Chuk Hang (Heung Yip Road)	5.4	2.0	80	432	874	86	91
30	Causeway Bay (Lee Garden Road) - Happy Valley (Kwai Fong Street)	2.3	1.0	462	1 063	5 581	56	56
30A	Causeway Bay (Lee Garden Road) - Watford Road	7.1	2.5	38	270	571	8	8
31	Tin Wan (Ka Wo Street) - Causeway Bay (Jaffe Road) (2)	12.5	4.0	445	5 563	7 330	240	303
32	Kornhill Development - Shau Kei Wan (Mong Lung Street)	3.9	1.5	361	1 408	4 141	270	282
33	Kornhill Development - North Point (Marble Road)	3.4	1.5	564	1 918	6 756	528	538
33M	Kornhill Development - Tai Koo MTR Station (Circular)	1.0	1.0	766	728	6 527	378	378
35M	Aberdeen (Nam Ling Street) - Wan Chai (Lun Fat Street)	8.2	3.0	328	2 690	4 797	266	273
36	Ap Lei Chau (Ping Lan Street) - Wan Chai Ferry Pier	10.6	3.5	183	1 940	1 686	148	153
HONG KONG ISLAND TOTAL				12 489	69 590	160 256	8 883	9 392

- Notes : (1) Additional Journey
(2) All right service was not included
(3) In a circular route, half of the round-trip length was taken as the mean route length

TABLE 14B

GMB ROUTE CHARACTERISTICS IN 1987
URBAN KOWLOON (WEEKDAY - 16 HOUR)

ROUTE		MEAN LENGTH (KM)	AUTHO- RISED FARE (HK\$)	VEHICLE TRIPS (NO.)	VEHICLE KILO- METRAGE (KM)	PASSENGER TRIPS (NO.)	SCHEDULED VEHICLE TRIPS (No.)	
NO.	DESCRIPTION						16-HR	24-HR
1	Star Ferry - Tsim Sha Tsui East (Circular)	1.8	1.0	490	882	5 813	404	404
1M	Tsim Sha Tsui MTR Station - Tsim Sha Tsui East (Circular)	2.1	1.0	278	584	2 193	276	276
2	Hung Hom - Nam Shan Estate	6.2	2.0	140	938	1 502	193	200
3	Tsim Sha Tsui (Hankow Road) - Tai Tung Sun Chuen	4.2	1.5	254	1 067	3 656	134	137
4	Tsim Sha Tsui (Hankow Road) - Yau Yat Tsuen (1)	6.3	2.5	6	38	62	-	-
4M	Yau Yat Tsuen - Mong Kok MTR Station (Circular)	2.9	1.0	12	35	93	70	70
5M	Waterloo Hill (Hok Yu Lane) - Argyle MTR Station (Circular)	1.4	1.0	261	365	3 176	199	199
6	Wong Po Sun Chuen - Tsim Sha Tsui (Hankow Road)	4.1	2.0	503	2 062	5 569	345	360
7	Kowloon City (Wyler Gardens) - Tsim Sha Tsui East (Circular)	5.3	2.5	221	1 171	1 775	202	202
8	Tsim Sha Tsui (Middle Road) - Ho Man Tin Estate	7.2	2.5	346	2 491	5 830	157	160
9M	Upper Pak Tin Estate - Shek Kip Mei MTR Station (Circular)	1.1	1.0	684	752	7 953	530	546
11M	Cheung Sha Wan MTR Station - So Uk (Circular) (2)	1.8	1.0	580	1 044	4 463	422	432
12	Pak Tin - Tai Tung Sun Chuen	5.6	2.5	247	1 383	3 403	228	238

TABLE 14B

GMB ROUTE CHARACTERISTICS IN 1987
 URBAN KOWLOON (WEEKDAY - 16 HOUR)
 (CONT'D)

ROUTE		MEAN LENGTH (KM)	AUTHO- RISED FARE (HK\$)	VEHICLE TRIPS (NO.)	VEHICLE KILO- METRAGE (KM)	PASSENGER TRIPS (NO.)	SCHEDULED VEHICLE TRIPS (No.)	
NO.	DESCRIPTION						16-HR	24-HR
13	Kowloon Tong (Marconi Road) - Hung Hom Ferry	5.8	2.5	124	719	1 688	190	190
14	Lok Fu - Hong Kong Airport	4.1	1.5	18	74	95	156	156
15	Kai Tak Airport Passenger Terminal - Air Cargo Terminal (Circular)	2.6	1.2	171	445	1 594	136	146
16	Jat Incline (Choi Wan Estate) - Ping Shek Estate (Circular)	2.5	1.0	1 069	2 673	11 432	732	802
18	Wong Tai Sin (North) - Tsz Wan Shan (North)	1.4	1.0	727	1 018	6 983	620	640
19	San Po Kong - Tsz Wan Shan (Shatin Pass Estate)	4.7	2.0	402	1 889	5 704	237	239
20	San Po Kong - Tsz Wan Shan Estate (North)	3.3	1.5	553	1 825	5 298	509	509
22M	Lok Wah Estate - Kwun Tong MTR Station (Circular)	1.5	1.0	829	1 244	9 385	348	358
23	Kwun Tong (Wan Hon Street) - Cha Kwo Ling	2.9	1.2	307	461	3 957	553	598
23A	Kwun Tong (Yan Oi Court) - Cha Kwo Ling	3.2	1.2	298	954	3 805	169	174
23B	Yan Oi Court - Sai Cho Wan T.H.A. (Circular)	2.7	1.2	98	265	730	166	166

TABLE 14B

GMB ROUTE CHARACTERISTICS IN 1987
URBAN KOWLOON (WEEKDAY - 16 HOUR)
(CONT'D)

ROUTE		MEAN LENGTH (KM)	AUTHO- RISED FARE (HK\$)	VEHICLE TRIPS (NO.)	VEHICLE KILO- METRAGE (KM)	PASSENGER TRIPS (NO.)	SCHEDULED VEHICLE TRIPS (No.)	
NO.	DESCRIPTION						16-HR	24-HR
24	Lam Tin (South) - Sam Ka Tsuen Ferry	2.4	1.3	185	444	2 141	162	181
25	Sam Ka Tsuen Ferry - Ko Chiu Road	1.9	1.0	140	266	1 341	207	226
26	Kwun Tong (Yan Oi Court) - Kai Fuk T.H.A. (Circular)	2.3	1.0	156	359	1 539	306	316
27M	Lok Man Sun Chuen (Maidstone Road) - Mong Kok MTR Station	4.2	2.0	297	1 247	2 554	205	215
28M	Kowloon City (Wai Hang Cheong Sun Chuen) - Mong Kok MTR Station	4.2	2.0	313	1 315	5 122	189	201
29	Broadcast Drive - Beacon Hill	3.3	1.5	341	1 125	5 216	219	223
30A	Chak On Estate - Mong Kok MTR Station	4.8	2.0	399	1 915	4 123	253	265
30M	Caldecott Road - Mong Kok MTR Station	6.5	2.0	55	264	286	68	68
31M	Mong Kok MTR Station (Fife Street) - Tsim Sha Tsui East (Circular)	4.6	2.0	256	1 178	2 902	192	192
33	Fu Shan - Kowloon City Ferry	7.4	2.5	278	2 057	2 399	163	171
33M	Fu Shan - Wong Tai Sin MTR Station (Circular)	2.6	1.3	634	1 648	6 335	550	615
34M	Lower Sau Mau Ping - Kwun Tong (Yue Man Square) (Circular)	1.8	1.0	617	1 111	6 415	431	455

TABLE 14B

GMB ROUTE CHARACTERISTICS IN 1987
 URBAN KOWLOON (WEEKDAY - 16 HOUR)
 (CONT'D)

ROUTE		MEAN LENGTH (KM)	AUTHO- RISED FARE (HK\$)	VEHICLE TRIPS (NO.)	VEHICLE KILO- METRAGE (KM)	PASSENGER TRIPS (NO.)	SCHEDULED VEHICLE TRIPS (No.)	
NO.	DESCRIPTION						16-HR	24-HR
35	Upper Ngau Tau Kok Estate - Hong Lee Court via Ngau Tau Kok MTR Station (Circular)	3.0	1.3	126	378	1 164	203	209
36	Ngok Yue Shan (Hong Lee Court) - Kwun Tong Ferry	2.4	1.3	210	504	1 719	325	344
36A	Ngok Yue Shan (Hong Lee Court) - Yue Man Square (Circular)	1.5	1.0	373	560	3 575	322	342
37M	Wong Tai Sin MTR Station - Tsz Wan Shan (Circular) 877	1.8	1.0	2 009	3 616	21 142	1 772	1
41M	Yau Yat Chuen - Shek Kip Mei MTR Station (Circular)	1.9	0.8	157	298	1 832	122	122
42	Cheung Sha Wan (Tai Nam West Street) - Chak On Estate (Circular)	4.2	1.5	213	895	2 329	175	190
51M	Richland Gardens - Kowloon Bay MTR Station (Circular)	2.2	1.0	950	2 090	10 763	816	876
52	Chuk Yuen Estate - San Po Kong (Circular)	3.1	1.5	202	626	1 981	186	186
53M	Tin Ma Court - Lok Fu MTR Station (Circular)	1.6	1.0	320	512	3 296	278	278
URBAN KOWLOON TOTAL				16 849	46 787	184 333	14 120	14 754

- Notes : (1) Un-scheduled route
 (2) Additional short working journeys from Hing Wah Street to So Uk were included
 (3) In a circular route, half of the round-trip length was taken as the mean route length

TABLE 14C

GMB ROUTE CHARACTERISTICS IN 1987
NEW TERRITORIES (WEEKDAY - 16 HOUR)

ROUTE		MEAN LENGTH (KM)	AUTHO- RISED FARE (HK\$)	VEHICLE TRIPS (NO.)	VEHICLE KILO- METRAGE (KM)	PASSENGER TRIPS (NO.)	SCHEDULED VEHICLE TRIPS (No.)	
NO.	DESCRIPTION						16-HR	24-HR
1	Sai Kung - Kowloon Bay (Telford Garden) (1)	17.0	4.0	-	-	-	65	67
	Sai Kung - Choi Hung	10.6	4.0	923	9 784	13 133	384	438
2	Sai Kung - Ho Chung	5.2	2.0	80	416	810	153	156
3	Sai Kung - Po Lo Che	2.2	1.0	380	836	3 339	265	288
4	Sai Kung - Tui Min Hoi	2.0	1.0	628	1 256	5 681	388	422
9	Lady Maclehorse Holiday Village - Sai Kung (1)	10.6	3.0	-	-	-	20	20
10	Kwun Tong (Yan Oi Court) - Rennie's Mill (via Shun Lee Tsuen)	9.5	2.5	395	3 140	4 680	60	63
10A	Kwun Tong (Yan Oi Court) - Rennie's Mill (via Anderson Road T.H.A.)	6.4	2.5				276	308
11	Choi Yuen - Sheung Shui Tsuen	3.5	1.5	15	53	146	14	14
12K	Fanling KCR Station - Lung Yeuk Tau (Circular)	3.7	1.5	138	511	2 147	156	168
16	Shek Wu Hui (San Hing Ave.) - Tong Kung Leng	7.2	1.5	91	655	612	114	122
17	Shek Wu Hui (San Hing Ave.) - Ping Kong	4.5	1.5	114	513	1 148	180	192
19	Choi Yuen (Choi Yuen Road) - Lin Ma Hang	13.1	2.5	101	1 323	1 275	53	54

TABLE 14C

GMB ROUTE CHARACTERISTICS IN 1987
NEW TERRITORIES (WEEKDAY - 16 HOUR)
(CONT'D)

ROUTE		MEAN LENGTH (KM)	AUTHO- RISED FARE (HK\$)	VEHICLE TRIPS (NO.)	VEHICLE KILO- METRAGE (KM)	PASSENGER TRIPS (NO.)	SCHEDULED VEHICLE TRIPS (No.)	
NO.	DESCRIPTION						16-HR	24-HR
20K	Tai Po KCR Station - Sam Mun Tsai	7.2	2.0	578	4 162	8 334	244	295
21K	Tai Po KCR Station - Wai Tau	5.8	2.0	207	1 201	2 440	192	200
22K	Tai Po KCR Station - Kam Shan	2.9	1.3	221	641	3 607	192	202
23K	Tai Po KCR Station - San Uk Ha	3.2	1.5	185	592	1 661	224	236
25K	Tai Po KCR Station - Kadoorie Farm	8.3	2.0	345	2 864	4 891	200	210
31	Yuen Long - Tong Yan San Tsuen (Circular)	3.2	1.0	257	822	3 056	174	186
32	Yuen Long - Tan Kwei Tsuen	4.0	1.5	168	672	2 596	160	172
33	Yuen Long - Ha Pak Nai	15.2	4.0	198	3 010	2 645	162	185
34	Yuen Long - Lau Fau Shan	7.6	1.7	386	2 934	5 128	212	236
35	Yuen Long - Sha Kiu	13.4	3.0	185	2 479	2 959	172	192
36	Yuen Long - Tai Sang Wai Rural Office	7.0	2.5	196	1 372	2 260	138	150
37	Yuen Long - Yau Tam Mei Village Office	7.9	2.5	241	1 904	2 945	123	137
38	Yuen Long - Ha Chuk Yuen	7.5	2.5	238	1 785	2 458	135	148

TABLE 14C

QMB ROUTE CHARACTERISTICS IN 1987
NEW TERRITORIES (WEEKDAY - 16 HOUR)
(CONT'D)

ROUTE		MEAN LENGTH (KM)	AUTHO- RISED FARE (HK\$)	VEHICLE TRIPS (NO.)	VEHICLE KILO- METRAGE (KM)	PASSENGER TRIPS (NO.)	SCHEDULED VEHICLE TRIPS (No.)	
NO.	DESCRIPTION						16-HR	24-HR
39	Yuen Long - Kung Om	4.5	1.5	257	1 157	2 463	242	259
45	Shan King Estate - Tuen Mun Ferry (Circular)	4.9	1.5	145	711	2 508	164	174
46M	Lai King Headland - Lai King MTR Station (Circular)	2.5	1.0	19	48	130	36	36
47M	Wonderland Villas - Lai King MTR Station (Circular)	4.2	1.5	318	1 336	3 020	228	244
50	Shek Wu Hui - Hang Tau	4.9	1.5	285	1 397	3 727	248	259
51	Shek Wu Hui - Ho Sheung Heung	5.4	2.0	200	1 080	2 524	170	178
52K	Fanling Railway Station - Sing Ping School	7.0	2.0	534	3 738	8 443	381	417
55	Shek Wu Hui - Sha Tau Kok	13.9	3.0	586	8 145	10 855	277	303
56K	Fanling Railway Station - Luk Keng	11.4	2.0	337	3 842	4 263	98	106
60K	Sha Tin KCR Station - Fo Tan Cottage Area	4.6	1.5	789	3 629	10 788	297	309
61M	Kowloon Tong MTR Station - Tai Wai	9.0	2.5	118	1 062	564	126	129
62K	Sha Tin KCR Station - Sha Tin Lodge	6.0	1.5	297	1 782	3 873	235	241
63K	Pak Tin - Tai Wai KCR Station	2.2	1.0	315	693	2 464	222	238

TABLE 14C

GMB ROUTE CHARACTERISTICS IN 1987
NEW TERRITORIES (WEEKDAY - 16 HOUR)
(CONT'D)

ROUTE		MEAN LENGTH (KM)	AUTHO- RISED FARE (HK\$)	VEHICLE TRIPS (NO.)	VEHICLE KILO- METRAGE (KM)	PASSENGER TRIPS (NO.)	SCHEDULED VEHICLE TRIPS (No.)	
NO.	DESCRIPTION						16-HR	24-HR
64K	Fu Shan/Lower Shing Mun T.H.A. - Tai Wai KCR Temporary Station	2.5	1.0	104	260	549	222	238
65K	Siu Lek Yuen - Fo Tan KCR Station	9.6	2.0	490	4 704	7 078	203	227
66K	Kau To - Sha Tin KCR Station	5.6	2.0	128	717	778	102	103
67K	Ah Kung Kok - Sha Tin KCR Station	5.3	1.5	144	763	1 030	65	66
71	Yuen Long (Tai Hang Street) - Shek Wu Tong (Ho Pui)	7.9	3.0	168	1 327	2 164	164	176
72	Yuen Long (Tai Hang Street) - Lui Kung Tin	9.6	3.0	224	2 150	3 183	203	218
73	Yuen Long (Fook Tak Street) - Sung Shan Sau Tsuen	4.8	2.0	260	1 248	2 223	197	210
74	Yuen Long (Fook Tak Street) - Shing Uk Tsuen	3.8	1.5	170	646	1 739	153	162
75	Yuen Long (Fook Tak Street) - Ha Wan Tsuen	12.5	3.5	102	1 275	1 352	82	90
76	Yuen Long (Fook Tak Street) - Siu Hom Tsuen	11.1	3.0	121	1 343	1 567	137	151
80	Tsuen Wan - Chuen Lung	7.4	2.0	391	2 893	4 390	233	256
81	Tsuen Wan - Lo Wai	3.6	1.5	353	1 271	4 197	283	303
81M	Tsuen Wan Ferry - Lo Wai	4.9	1.5	120	588	1 244	131	146

TABLE 14C

GMB ROUTE CHARACTERISTICS IN 1987
NEW TERRITORIES (WEEKDAY - 16 HOUR)
(CONT'D)

DR 421

ROUTE		MEAN LENGTH (KM)	AUTHO- RISED FARE (HK\$)	VEHICLE TRIPS (NO.)	VEHICLE KILO- METRAGE (KM)	PASSENGER TRIPS (NO.)	SCHEDULED VEHICLE TRIPS (No.)	
NO.	DESCRIPTION						16-HR	24-HR
82	Tsuen Wan - Shing Mun Reservoir	4.5	1.5	429	1 931	5 353	292	322
82M	Tsuen Wan Ferry - Shing Mun	6.0	1.5	131	786	2 354	112	124
83	Tsuen Wan - Shek Yam T.H.A.	4.5	1.5	272	1 224	4 332	535	558
85	Tsuen Wan - Fu Yung Shan	3.3	1.5	249	822	2 106	280	290
86	Tsuen Wan - Shek Lei	5.9	1.5	1 202	5 770	18 585	543	565
86M	Shek Lei - Tai Wo Hau MTR Station (Circular)	3.7	1.0				380	404
87	Tsuen Wan - Kwai Shing	4.2	1.0	587	2 465	8 228	346	358
87M	Tsuen Wan - Kwai Fong MTR Station/Container Port (Circular)	6.9	1.5	387	2 670	7 543	228	242
88	Fung Shue Wo T.H.A. - Kwai Fong MTR Station	5.0	1.0	331	1 655	6 775	275	283
88A	Cheung Wan T.H.A. - Tsing Yi Ferry (Circular)	3.4	1.0	35	119	98	50	54
88B	Cheung Wan T.H.A. - Kwai Fong MTR Station	4.8	1.0	156	749	3 334	149	154
88M	Kwai Fong MTR Station - Tsing Yi Road	10.0	2.0	571	5 710	8 383	280	296
89	Tsuen Wan - Kwai Shing North	6.0	1.5	297	1 782	6 902	242	258

TABLE 14C

GMB ROUTE CHARACTERISTICS IN 1987
NEW TERRITORIES (WEEKDAY - 16 HOUR)
(CONT'D)

ROUTE		MEAN LENGTH (KM)	AUTHO- RISED FARE (HK\$)	VEHICLE TRIPS (NO.)	VEHICLE KILO- METRAGE (KM)	PASSENGER TRIPS (NO.)	SCHEDULED VEHICLE TRIPS (No.)	
NO.	DESCRIPTION						16-HR	24-HR
89M	Kwai Shing North - Kwai Hing MTR Station (Circular)	3.5	1.0	243	851	3 456	240	246
90M	Lai King Headland - Mei Foo MTR Station (Circular) (2)	5.7	2.0	494	2 816	10 259	398	458
91	Lai King Headland - Tsuen Wan	5.5	2.0	291	1 601	4 149	264	292
92M	Wah Yuen Chuen - Mei Foo MTR Station (Circular)	5.2	2.0	412	2 142	5 495	294	326
	Lai Chi Kok - Princess Margaret Hospital (2)	1.6	1.0	197	315	2 745	-	-
93	Wah Yuen Chuen - Tsuen Wan	5.8	2.0	252	1 462	3 811	154	170
94	Shek Wai Kok - Kwai Shing	5.5	2.0	382	2 101	5 061	310	330
95	Tsuen Wan Centre - Tsuen Wan Ferry	4.5	1.0	704	3 168	8 244	294	323
95M	Tsuen Wan MTR Station - Tsuen Wan Centre	2.0	1.0	871	1 742	9 607	471	520
96	Tsuen Wan Ferry - Tsing Lung Tau	9.5	2.0	184	1 748	2 256	232	255
96M	Tsuen Wan MTR Station - Tsing Lung Tau	9.5	2.0	378	3 591	4 579	195	218
	Tsuen Wan MTR Station - Belvedere Garden	2.5	1.5	382	955	2 957	-	-
97	Wonderland Villas - Tsuen Wan Ferry	7.5	2.5	157	1 178	1 124	110	114

TABLE 14C

GMB ROUTE CHARACTERISTICS IN 1987
 NEW TERRITORIES (WEEKDAY - 16 HOUR)
 (CONT'D)

ROUTE		MEAN LENGTH (KM)	AUTHO- RISED FARE (HK\$)	VEHICLE TRIPS (NO.)	VEHICLE KILO- METRAGE (KM)	PASSENGER TRIPS (NO.)	SCHEDULED VEHICLE TRIPS (No.)	
NO.	DESCRIPTION						16-HR	24-HR
97A	Wonderland Villas - Cheung Sha Wan (Hing Wah Street)	6.0	2.0	331	1 986	3 169	166	180
98	Tsuen Wan - Kwai Shing North	3.5	1.5	764	2 674	11 256	386	404
NEW TERRITORIES TOTAL				23 934	144 743	317 228	16 581	17 844

- Note :
- (1) Not observable
 - (2) Additional short-working Journeys operated during hospital visiting hour by the operator of route No. 90M and 92M
 - (3) In a circular route, half of the round-trip length was taken as the mean route length

TABLE 15A

**COMPARISON OF GMB ROUTE CHARACTERISTICS IN 1986 - 87
HONG KONG ISLAND (WEEKDAY - 16 HOUR)**

ROUTE		VEHICLE TRIPS (NO.)		PASSENGER TRIPS (NO.)	
NO.	DESCRIPTION	1986	1987	1986	1987
1	Central (H.M.S.) Tamar) - The Peak (Upper Peak Tram Terminus)	270	249	3 907	3 583
1A	Central (Star Ferry) - Macdonnell Road (Circular)	-	135	-	2 063
2	Central (H.M.S. Tamar) - Old Peak Road (Circular)	83	80	669	680
3	Central (H.M.S. Tamar) - Po Shan Road	273	276	3 060	3 215
3A	Central (H.M.S. Tamar) - Conduit Road	12	25	136	264
4A	Aberdeen (Shek Pai Wan) - Causeway Bay (Yun Ping Road)	1 135	550	17 533	8 737
4B	Aberdeen (Shek Pai Wan) - Wan Chai (Circular)	-	98	-	1 629
4C	Aberdeen (Shek Pai Wan) - Causeway Bay	-	372	-	5 732
5	Aberdeen (Nam Ning Street) - Causeway Bay (Pak Sha Road)	233	227	2 991	2 817
6	Central (Star Ferry) - Ocean Park/Shouson Hill	56	54	380	453
7	Central (Star Ferry) - Mount Nicholson Gap	18	20	104	146
8	Central (Star Ferry) - Baguio Villas (Lower)	294	278	5 483	6 246

TABLE 15A

COMPARISON OF GMB ROUTE CHARACTERISTICS IN 1986 - 87
HONG KONG ISLAND (WEEKDAY - 16 HOUR)
(CONT'D)

ROUTE		VEHICLE TRIPS (NO.)		PASSENGER TRIPS (NO.)	
NO.	DESCRIPTION	1986	1987	1986	1987
9	Central (Star Ferry) - Bowen Road (Circular)	116	112	944	1 090
10	Causeway Bay (Lockhart Road) - Scenic Villas/Sandy Bay	201	142	4 245	3 054
11	Tin Wan (Ka Wo Street) - Causeway Bay (Jaffe Road)	112	110	1 979	2 471
12	Kwun Lung Lau - Sai Ying Pun (Circular)	321	345	4 480	4 042
13	Ka Wai Man Road - Sai Ying Pun (Circular)	342	432	4 837	5 403
14M	Causeway Bay (Pak Sha Road) - Purves Road (Circular)	192	284	1 929	3 298
15	Stanley Village - Stanley Fort	63	63	745	631
16M	Chai Wan MTR Station - Stanley Village/Chung Hom Kok	64	123	565	1 478
18M	Chai Wan MTR Station - Cape Collinson (Correctional Institution)	9	12	111	156
19	Sai Wan Ho Ferry Pier - O Pui Lung	610	577	6 793	6 416
20	Chai Wan Ferry - Sai Wan Ho Ferry	676	765	9 345	11 396
20M	Chai Wan Ferry - Hing Man Estate	535	526	5 027	4 922
21M	Causeway Bay (Pak Sha Road) - Boyce Road (Circular)	408	380	4 885	4 399

TABLE 15A

COMPARISON OF GMB ROUTE CHARACTERISTICS IN 1986 - 87
HONG KONG ISLAND (WEEKDAY - 16 HOUR)
(CONT'D)

ROUTE		VEHICLE TRIPS (NO.)		PASSENGER TRIPS (NO.)	
NO.	DESCRIPTION	1986	1987	1986	1987
21M	Lai Tak Tsuen - Causeway Bay (Pak Sha Road)	223	199	2 320	2 092
22	Central (Star Ferry) - Pok Fu Lam Gardens	376	380	4 577	5 019
23	Kennedy Town (Holland Street) - Pok Fu Lam (Circular)	142	209	2 088	2 936
24A	Admiralty MTR Station - Shiu Fei Terrace (Circular)	52	52	331	560
24M	Mount Butler - Admiralty MTR Station	130	176	1 051	1 637
25	Upper Braemar Hill - Admiralty MTR Station	468	423	3 701	4 553
25A	Kingsford Gardens - Admiralty MTR Station	82	30	542	266
25M	Upper Braemar Hill - Quarry Bay MTR Station (Circular)	126	118	903	787
27	Aberdeen (Sai On Street) - Ap Lei Chau (Wing Fung Street)	396	383	5 255	5 181
28	Baguio Villas (North) - Causeway Bay (Yun Ping Road)	334	325	5 773	6 239
28A	Central - So Kon Po (Circular)	106	79	1 156	1 071

TABLE 15A

COMPARISON OF GMB ROUTE CHARACTERISTICS IN 1986 - 87
HONG KONG ISLAND (WEEKDAY - 16 HOUR)
(CONT'D)

ROUTE		VEHICLE TRIPS (NO.)		PASSENGER TRIPS (NO.)	
NO.	DESCRIPTION	1986	1987	1986	1987
29	Ap Lei Chau (Estate) - Ocean Park (Tai Shue Wan)	40	80	329	900
	Ap Lei Chau (Estate) - Wong Chuk Hang (Heung Yip Road)(1)	660	573	5 414	6 431
29A	Ap Lei Chau (Estate) - Wong Chuk Hang (Heung Yip Road)	86	80	1 003	874
30	Causeway Bay (Lee Garden Road) - Happy Valley (Kwai Fong Street)	345	462	3 998	5 581
30A	Causeway Bay (Paterson Street) - Watford Road	46	38	526	571
31	Tin Wan (Ka Wo Street) - Causeway Bay (Jaffe Road)	470	445	7 560	7 330
32	Kornhill Development - Shau Kei Wan (Mong Lung Street)	261	361	3 662	4 141
33	Kornhill Development - North Point (Marble Road)	542	564	7466	6 756
33M	Kornhill Development - Tai Koo MTR Station (Circular)	585	766	5 230	6 527
35M	Aberdeen (Nam Ling Street) - Wan Chai (Lun Fat Street)	228	328	3 305	4 797
36	Ap Lei Chau (Ping Lan Street) - Wan Chai Ferry Pier	179	183	1 401	1 686
HONG KONG ISLAND TOTAL		11 900	12 489	147 739	160 256

TABLE 15B

COMPARISON OF GMB ROUTE CHARACTERISTICS IN 1986 - 87
URBAN KOWLOON (WEEKDAY - 16 HOUR)

ROUTE		VEHICLE TRIPS (NO.)		PASSENGER TRIPS (NO.)	
NO.	DESCRIPTION	1986	1987	1986	1987
1	Star Ferry - Tsim Sha Tsui East (Circular)	355	490	3 488	5 813
1M	Tsim Sha Tsui MTR Station - Tsim Sha Tsui East (Circular)	424	278	4 151	2 193
2	Hung Hom - Nam Shan Estate	125	140	1 259	1 502
3	Tsim Sha Tsui (Hankow Road) - Tai Tung Sun Chuen	244	254	3 372	3 656
4	Tsim Sha Tsui (Hankow Road) - Yau Yat Chuen (2)	5	6	16	62
4M	Yau Yat Chuen - Mong Kok MTR Station (Circular)	27	12	122	93
5M	Waterloo Hill (Hok Yu Lane) Argyle MTR Station (Circular)	230	261	2 407	3 176
6	Wong Po Sun Chuen - Tsim Sha Tsui (Hankow Road)	289	503	3 026	5 569
7	Kowloon City (Wyler Gardens) - Tsim Sha Tsui East (Circular)	251	221	2 017	1 775
8	Tsim Sha Tsui (Middle Road) - Ho Man Tin Estate	350	346	6 089	5 830
9M	Upper Pak Tin Estate - Shek Kip Mei MTR Station (Circular)	579	684	5 968	7 953
10	Upper Pak Tin Estate - Sham Shui Po Ferry (2)	77	-	667	-

TABLE 15B

COMPARISON OF GMB ROUTE CHARACTERISTICS IN 1986 - 87
URBAN KOWLOON (WEEKDAY - 16 HOUR)
(CONT'D)

ROUTE		VEHICLE TRIPS (NO.)		PASSENGER TRIPS (NO.)	
NO.	DESCRIPTION	1986	1987	1986	1987
11M	Cheung Sha Wan MTR Station - So Uk (Circular)	606	580	3 895	4 463
12	Pak Tin - Tai Tung Sun Chuen	253	247	3 434	3 403
13	Kowloon Tong (Marconi Road) - Hung Hom Ferry	148	124	2 010	1 688
14	Lok Fu - Hong Kong Airport	28	18	119	95
15	Kai Tak airport Passenger Terminal - Air Cargo Terminal (Circular)	310	171	2 628	1 594
16	Jat Incline (Choi Wan Estate) - Ping Shek Estate (Circular)	1 326	1 069	13 915	11 432
18	Wong Tai Sin (North) - Tsz Wan Shan (North)	779	727	6 839	6 983
19	San Po Kong - Tsz Wan Shan (Shatin Pass Estate)	405	402	6 349	5 704
20	San Po Kong - Tsz Wan Shan Estate (North)	604	553	5 767	5 298
21K	San Po Kong - Mong Kok KCR Station	8	-	9	-
22M	Lok Wah Estate - Kwun Tong MTR Station (Circular)	759	829	8 271	9 385
23	Kwun Tong (Wan Hon Street) - Cha Kwo Ling	334	307	4 273	3 957

TABLE 15B

COMPARISON OF GMB ROUTE CHARACTERISTICS IN 1986 - 87
URBAN KOWLOON (WEEKDAY - 16 HOUR)
(CONT'D)

ROUTE		VEHICLE TRIPS (NO.)		PASSENGER TRIPS (NO.)	
NO.	DESCRIPTION	1986	1987	1986	1987
23	Kwun Tong Centre - Cha Kwo Ling (Circular)	86	-	1 083	-
23A	Kwun Tong (Yan Oi Court) - Cha Kwo Ling	170	298	1 906	3 805
23B	Kwun Tong (Yan Oi Court) - Sai Cho Wan T.H.A. (Circular)	80	98	382	730
24	Lam Tin (South) - Sam Ka Tsuen Ferry	163	185	1 718	2 141
25	Sam Ka Tsuen Ferry - Ko Chiu Road	153	140	1 244	1 341
26	Kwun Tong (Yan Oi Court) - Kai Fuk T.H.A. (Circular)	148	156	1 533	1 539
27M	Lok Man Sun Chuen (Maidstone Road) - Mong Kok MTR Station	285	297	2 694	2 554
28M	Kowloon City (Wai Hang Cheong Sun Chuen) - Mong Kok MTR Station	340	313	5 519	5 122
29	Broadcast Drive - Beacon Hill	334	341	5 203	5 216
30A	Chak On Estate - Mong Kok MTR Station	363	399	3 856	4 123
30M	Caldecott Road - Mong Kok MTR Station	57	55	589	286
31M	Mong Kok MTR Station (Fife Street) - Tsim Sha Tsui East (Circular)	223	256	2 452	2 902

TABLE 15B

COMPARISON OF GMB ROUTE CHARACTERISTICS IN 1986 - 87
 URBAN KOWLOON (WEEKDAY - 16 HOUR)
 (CONT'D)

ROUTE		VEHICLE TRIPS (NO.)		PASSENGER TRIPS (NO.)	
NO.	DESCRIPTION	1986	1987	1986	1987
33	Fu Shan - Kowloon City Ferry	232	278	2 174	2 399
33M	Fu Shan - Wong Tai Sin MTR Station (Circular)	606	634	5 954	6 335
34M	Lower Sau Mau Ping - Kwun Tong (Yue Man Square) (Circular)	510	617	5 145	6 415
35	Upper Ngau Tau Kok Estate - Hong Lee Court via Ngau Tau Kok MTR Station (Circular)	141	126	1 407	1 164

TABLE 15B

COMPARISON OF GMB ROUTE CHARACTERISTICS IN 1986 - 87
URBAN KOWLOON (WEEKDAY - 16 HOUR)
(CONT'D)

ROUTE		VEHICLE TRIPS (NO.)		PASSENGER TRIPS (NO.)	
NO.	DESCRIPTION	1986	1987	1986	1987
36	Ngok Yue Shan (Hong Lee Court) - Kwun Tong Ferry	212	210	2 182	1 719
36A	Ngok Yue Shan (Hong Lee Court) - Kwun Tong (Yue Man Square) (Circular)	226	373	2 257	3 575
37M	Wong Tai Sin MTR Station - Tsz Wan Shan (Circular)	1 885	2 009	18 901	21 142
41M	Yau Yat Chuen MTR Station - Shek Kip Mei MTR Station (Circular)	-	157	-	1 832
42	Cheung Sha Wan (Tai Nam West Street) - Chak On Estate (Circular)	-	213	-	2 329
51M	Richland Gardens - Kowloon Bay MTR Station (Circular)	608	950	5 952	10 763
52	Chuk Yuen Estate - San Po Kong (Circular)	157	202	1 274	1 981
53M	Tin Ma Court - Lok Fu MTR Station (Circular)	315	320	3 300	3 296
URBAN KOWLOON TOTAL		15 810	16 849	166 816	184 333

TABLE 15C
COMPARISON OF GMB ROUTE CHARACTERISTICS IN 1986 - 87
NEW TERRITORIES (WEEKDAY - 16 HOUR)

ROUTE		VEHICLE TRIPS (NO.)		PASSENGER TRIPS (NO.)	
NO.	DESCRIPTION	1986	1987	1986	1987
1	Sai Kung - Kowloon Bay (Telford Garden) (1)	-	-	-	
	Sai Kung - Choi Hung	985	923	13 546	13 133
2	Sai Kung - Ho Chung	76	80	801	810
3	Sai Kung - Po Lo Che	279	380	2 729	3 339
4	Sai Kung - Tui Min Hoi	653	628	6 320	5 681
9	Lady MacLehose Holiday Village - Sai Kung (1)	-	-	-	
10	Kwun Tong (Yan Oi Court) - Rennie's Mill (via Shun Lee Tsuen)	368	395	4 386	4 680
10A	Kwun Tong (Yan Oi Court) - Rennie's Mill (via Anderson Road T.H.A.)				
11	Choi Yuen - Sheung Shui Tsuen	63	15	391	146
12K	Fanling KCR Station - Lung Yeuk Tau (Circular)	119	138	1 695	2 147
16	Shek Wu Hui (San Shing Ave.) - Tong Kung Leng	134	91	613	612
17	Shek Wu Hui (San Shing Ave.) - Ping Kong	124	114	817	1 148

TABLE 15C

COMPARISON OF GMB ROUTE CHARACTERISTICS IN 1986 - 87
NEW TERRITORIES (WEEKDAY - 16 HOUR)
(CONT'D)

ROUTE		VEHICLE TRIPS (NO.)		PASSENGER TRIPS (NO.)	
NO.	DESCRIPTION	1986	1987	1986	1987
19	Choi Yuen (Choi Yuen Road) - Lin Ma Hang	52	101	408	1 275
20K	Tai Po KCR Station - Sam Mun Tsai	597	578	8 266	8 334
21K	Tai Po KCR Station - Wai Tau	208	207	2 379	2 440
22K	Tai Po KCR Station - Kam Shan	208	221	3 335	3 607
23K	Tai Po KCR Station - San Uk Ha	259	185	2 771	1 661
25K	Tai Po KCR Station - Kadoorie Farm	416	345	5 355	4 891
31	Yuen Long - Tong Yan San Tsuen (Circular)	332	257	3 839	3 056
32	Yuen Long - Tan Kwei Tsuen	172	168	2 644	2 596
33	Yuen Long - Ha Pak Nai	223	198	2 922	2 645
34	Yuen Long - Lau Fau Shan	389	386	5 177	5 128
35	Yuen Long - Sha Kiu	176	185	2 924	2 959
36	Yuen Long - Tai Sang Wai Rural Office	194	196	1 894	2 260
37	Yuen Long - Yau Tam Mei Village Office	223	241	2 527	2 945

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TABLE 15C

COMPARISON OF GMB ROUTE CHARACTERISTICS IN 1986 - 87
NEW TERRITORIES (WEEKDAY - 16 HOUR)
(CONT'D)

ROUTE		VEHICLE TRIPS (NO.)		PASSENGER TRIPS (NO.)	
NO.	DESCRIPTION	1986	1987	1986	1987
38	Yuen Long - Ha Chuk Yuen	237	238	2 287	2 458
39	Yuen Long - Kung Om	246	257	1 948	2 463
45	Shan King Estate - Tuen Mun Ferry	218	145	2 760	2 508
46M	Lai King Headland - Lai King MTR Station (Circular)	41	19	347	130
47M	Wonderland Villas - Lai King MTR Station (Circular)	281	318	3 122	3 020
50	Shek Wu Hui - Hang Tau	235	285	3 047	3 727
51	Shek Wu Hui - Ho Sheung Heung	276	200	2 549	2 524
52K	Fanling Railway Station - Sing Ping School	558	534	8 786	8 443
55	Shek Wu Hui - Sha Tau Kok	554	586	10 179	10 855
56K	Fanling Railway Station - Luk Keng	98	337	1 369	4 263
60K	Sha Tin KCR Station - Fo Tan Cottage Area	712	789	8 648	10 788
61M	Kowloon Tong MTR Station - Tai Wai	143	118	723	564
62K	Sha Tin KCR Station - Sha Tin Lodge	233	297	2 692	3 873

TABLE 15C

COMPARISON OF GMB ROUTE CHARACTERISTICS IN 1986 - 87
NEW TERRITORIES (WEEKDAY - 16 HOUR)
(CONT'D)

ROUTE		VEHICLE TRIPS (NO.)		PASSENGER TRIPS (NO.)	
NO.	DESCRIPTION	1986	1987	1986	1987
63K	Pak Tin - Tai Wai KCR Station	673	315	5 911	2 464
64K	Fu Shan/Lower Shing Mun T.H.A. - Tai Wai KCR Temporary Station	124	104	403	549
65K	Siu Lek Yuen - Fo Tan KCR Station	382	490	5 875	7 078
66K	Kau To - Sha Tin KCR Station	134	128	827	778
67K	Ah Kung Kok - Sha Tin KCR Station	100	144	1 278	1 030
71	Yuen Long (Tai Hang Street) - Shek Wu Tong (Ho Pui)	156	168	1 755	2 164
72	Yuen Long (Tai Hang Street) - Lui Kung Tin	207	224	2 404	3 183
73	Yuen Long (Fook Tak Street) - Sung Shan Sau Tsuen	184	260	1 420	2 223
74	Yuen Long (Fook Tak Street) - Shing Uk Tsuen	185	170	1 681	1 739
75	Yuen Long (Fook Tak Street) - Ha Wan Tsuen	94	102	1 161	1 352
76	Yuen Long (Fook Tak Street) - Siu Hom Tsuen	110	121	1 248	1 567
80	Tsuen Wan - Chuen Lung	398	391	4 229	4 390
81	Tsuen Wan - Lo Wai	338	353	3 831	4 197

TABLE 15C

COMPARISON OF GMB ROUTE CHARACTERISTICS IN 1986 - 87
NEW TERRITORIES (WEEKDAY - 16 HOUR)
(CONT'D)

ROUTE		VEHICLE TRIPS (NO.)		PASSENGER TRIPS (NO.)	
NO.	DESCRIPTION	1986	1987	1986	1987
81M	Tsuen Wan Ferry - Lo Wai	115	120	1 112	1 244
82	Tsuen Wan - Shing Mun Reservoir	393	429	4 771	5 353
82M	Tsuen Wan Ferry - Shing Mun	121	131	1 715	2 354
83	Tsuen Wan - Shek Yam T.H.A.	279	272	4 495	4 332
85	Tsuen Wan - Fu Yung Shan	277	249	2 273	2 106
86	Tsuen Wan - Shek Lei	1 178	1 202	17 786	18 585
86M	Shek Lei - Tai Wo Hau MTR Station (Circular)				
87	Tsuen Wan - Kwai Shing	581	587	8 447	8 228
87M	Tsuen Wan - Kwai Fong MTR Station/Container Port (Circular)	354	387	6 515	7 543
88	Fung Shue Wo T.H.A. - Kwai Fong MTR Station	386	331	8 035	6 775
88A	Cheung Wan T.H.A. - Tsing Yi Ferry (Circular)	43	35	349	98
88B	Cheung Wan T.H.A. - Kwai Fong MTR Station	154	156	3 337	3 334

TABLE 15C

COMPARISON OF GMB ROUTE CHARACTERISTICS IN 1986 - 87
NEW TERRITORIES (WEEKDAY - 16 HOUR)
(CONT'D)

ROUTE		VEHICLE TRIPS (NO.)		PASSENGER TRIPS (NO.)	
NO.	DESCRIPTION	1986	1987	1986	1987
88M	Kwai Fong MTR Station - Tsing Yi Road	598	571	8 127	8 383
89	Tsuen Wan - Kwai Shing North	292	297	6 484	6 902
89M	Kwai Shing North - Kwai Hing MTR Station (Circular)	286	243	3 779	3 456
90M	Lai King Headland - Mei Foo MTR Station (Circular) (2)	538	494	10 773	10 259
91	Lai King Headland - Tsuen Wan	320	291	4 178	4 149
92M	Wah Yuen Chuen - Mei Foo MTR Station (Circular)	392	412	5 073	5 495
	Lai Chi Kok - Princess Margaret Hospital (2)	151	197	2 197	2 745
93	Wah Yuen Chuen - Tsuen Wan	261	252	3 613	3 811
94	Shek Wai Kok - Kwai Shing	376	382	4 960	5 061
95	Tsuen Wan Centre - Tsuen Wan Ferry	509	704	5 375	8 244
95M	Tsuen Wan MTR Station - Tsuen Wan Centre	750	871	7 170	9 607
96	Tsuen Wan Ferry - Tsing Lung Tau	177	184	2 127	2 256

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TABLE 15C
COMPARISON OF GMB ROUTE CHARACTERISTICS IN 1986 - 87
NEW TERRITORIES (WEEKDAY - 16 HOUR)
(CONT'D)

ROUTE		VEHICLE TRIPS (NO.)		PASSENGER TRIPS (NO.)	
NO.	DESCRIPTION	1986	1987	1986	1987
96M	Tsuen Wan MTR Station - Tsing Lung Tau	361	378	4 145	4 579
	Tsuen Wan MTR Station - Belvedere Garden	-	382	-	2 957
97	Wonderland Villas - Tsuen Wan Ferry	-	157	-	1 124
97A	Wonderland Villas - Cheung Sha Wan (Hing Wah Street)	228	331	2 326	3 169
98	Tsuen Wan - Kwai Shing North	761	764	10 464	11 256
NEW TERRITORIES TOTAL		23 127	23 934	296 771	317 228

- Note : (1) Not observable
 (2) Additional short-working Journeys operated during hospital visiting hours by the operator of route No. 90M and 92M.
 (3) All circular routes were regarded as two-way.

APPENDICES

**APPENDIX 1 SCREENLINE LOCATIONS ON HONG KONG ISLAND, IN KOWLOON AND
IN THE NEW TERRITORIES**

(A) HONG KONG ISLAND

1. Queensway w/o Arsenal Street
2. Harcourt Road w/o Arsenal Street
3. Queen's Road West e/o Belcher's Street
4. Des Voeux Road West w/o Connaught Road West
5. King's Road e/o Boat Street
6. Electric Road e/o Boat Street
7. King's Road n/o Mansion Street
8. Chai Wan Road w/o A Kung Ngam Road
9. Pok Fu Lam Road n/o Pokfield Road
10. Pokfield Road w/o Pok Fu Lam Road
11. Shek Pai Wan Road s/o Wah Fu Road
12. Wah Fu Road w/o Shek Pai Wan Road
13. Aberdeen Praya Road w/o Aberdeen Main Road
14. Aberdeen Reservoir Road n/o Tsung Man Street
15. Wong Chuk Hang Road w/o Nam Long Shan Road
16. Tai Hang Road s/o Tung Lo Wan Road
17. Ice House Street s/o Queen's Road Central
18. Cotton Tree Drive at Murray Building
19. Blue Pool Road s/o Briar Avenue
20. Stubb's Road n/o Tai Hang Road
21. Belcher's Street e/o Ka Wai Man Road
22. Wong Ma Kok Road s/o Tung Tau Wan Road
23. Shing On Street w/o Tai Shek Street
24. Tai Tam Road s/o Chai Wan Road
25. Wan Tsui Road e/o Lin Shing Road
26. King's Road w/o Taikoo Shing Road
27. Des Voeux Road West e/o Sutherland Street
28. Queen's Road West w/o Queen Street
29. Hennessy Road w/o Percival Street
30. Causeway Road w/o Moreton Terrace

**APPENDIX 1 SCREENLINE LOCATIONS ON HONG KONG ISLAND, IN KOWLOON AND
 IN THE NEW TERRITORIES (Cont'd)**

31. King's Road w/o Mount Parker Road
32. Shau Kei Wan Road s/o Nam Hong Street
33. Ap Kei Chau Bridge Road e/o Lee Chi Road
34. Link Road s/o Leighton Road
35. Pak Fuk Road e/o Healthy Street East
36. Leighton Road w/o Percival Street
37. Greig Road s/o Yau Man Street

(B) KOWLOON

1. Gascoigne Road e/o Jordan Road
2. Waterloo Road at KCR Bridge
3. Argyle Street at KCR Bridge
4. Prince Edward Road at KCR Bridge
5. Boundary Street at KCR Bridge
6. Lung Cheung Road e/o Nam Cheong Street
7. Nam Cheong Street n/o Tai Hang Sai Street
8. Un Chau Street n/o Tonkin Street
9. Castle Peak Road n/o Yen Chow Street
10. Fat Kwong Street n/o Yan Fung Street
11. To Kwa Wan Road n/o Chi Kiang Street
12. Ma Tau Chung Road n/o Mok Cheong Street
13. Salisbury Road w/o Hankow Road
14. Shatin Pass Road s/o Lung Fung Street
15. Tai Hang Tung Road s/o Tai Hang Sai Street
16. Po Kong Village Road s/o Fung Tak Road
17. Hammer Hill Road n/o Lung Cheong Road
18. Kwun Tong Road e/o Lam Chung Avenue
19. Lung Cheung Road w/o Wong Kuk Avenue
20. Hong Ning Road s/o Kung Lok Road (lower junction)
21. Hip wo Street n/o Tsui Ping Road
22. Wai Yip Street e/o Hoi Yuen Road

**APPENDIX 1 SCREENLINE LOCATIONS ON HONG KONG ISLAND, IN KOWLOON AND
IN THE NEW TERRITORIES (Cont'd)**

23. Lei Yue Mun Road e/o Tsui Ping Road
24. Cha Kwo Ling Road n/o Shung Shun Street
25. Sai Yee Street s/o Prince Edward Road
26. Cross Harbour Tunnel North Portal
27. Ferry Street s/o Waterloo Road
28. Canton Road s/o Public Square Street
29. Lai Yip Street n/o Hung To Road
30. Canton Road s/o Austin Road
31. Mei Lai Road e/o Lai Wan Road
32. Junction Road n/o Dumbarton Road
33. Nga Tsin Wai Road e/o Lion Rock Road
34. Cheung Sha Wan Road n/o Tonkin Street
35. Lai Chi Kok Road s/o Tonkin Street
36. Wylie Road n/o Gascoigne Road
37. Ko Fai Road w/o Cha Kwo Ling Road
38. Eastern Road e/o Concorde Road
39. Junction Road e/o Waterloo Road
40. Shanghai Street s/o Public Square Street
41. Cheung Fat Street n/o Po On Road
42. Pak Tin Street n/o Berwick Street
43. Tai Kok Tsui Road s/o Boundary Street
44. Fu Mei Street w/o Fung Mo Street
45. Fung Mo Street w/o Tung Tau Tsuen Road
46. Wang Chiu Road s/o Kai Lok Street
47. Tonkin Street s/o Castle Peak Road
48. Chun Wah Road e/o On Wah Street
49. Lei Yue Mun Road n/o Yau Tong Road
50. Tung Ming Street s/o Kung Lok Road
51. Chatham Road w/o Wuhu Street
52. Po On Road w/o Camp Street
53. Woh Chai Street e/o Wai Chi Street

**APPENDIX 1 SCREENLINE LOCATIONS ON HONG KONG ISLAND, IN KOWLOON AND
 IN THE NEW TERRITORIES (Cont'd)**

(C) NEW TERRITORIES

1. Kwai Chung Road at Lai Chi Kok Bridge
2. Castle Peak Road s/o Cheung Hang Road
3. Tai Po Road n/o Ching Cheung Road
4. Clear Water Bay Road e/o Ping Shek Bus Terminus
5. Wo Yi Hop Road n/o Lam Tin Street
6. Lei Muk Road e/o Chun Pin Street
7. Castle Peak Road e/o Texaco Road
8. Tai Wo Hau Road e/o Texaco Road
9. Castle Peak Road e/o Ma Wang Road
10. Castle Peak Road e/o Yuen Long East Roundabout
11. Jockey Club Road n/o Fanling Roundabout
12. Tai Wo Road e/o Ting Kok Road
13. Po Tung Road w/o Sai Kung Public School
14. Sha Tau Kok Road e/o Luen Shing Street
15. Tai Tong Road s/o Hop Yick Road
16. Joint Street e/o Lai King Hill Road
17. Lion Rock Tunnel at South Portal
18. Sha Tin Rural Committee Road n/o Tai Po Road
19. Sand Martin Bridge s/o Yuen Wo Road
20. Texaco Road n/o Shing Mun Road
21. Cheung Wing Road w/o Wo Yi Hop Road
22. Tsuen King Circuit n/o Castle Peak Road
23. Tsing Yi Heung Sze Wui Road n/o Cheung Wan Street
24. Kwai Fuk Road w/o Shing Fuk Street
25. Kam Shan Road w/o Railway, Tai Po
26. Hing Fong Road w/o Kwai Fuk Road
27. Kwai Shing Circuit e/o Shing Fuk Street
28. Lim Cho Street s/o Lai Cho Road
29. Heung Ching Road w/o San Fung Avenue
30. Yuen Wo Road e/o Shatin Rural Committee Road

**APPENDIX 1 SCREENLINE LOCATIONS ON HONG KONG ISLAND, IN KOWLOON AND
IN THE NEW TERRITORIES (Cont'd)**

- 31. Po Tung Road n/o Fuk Man Road
- 32. Tuen Mun Heung Sze Wui Road s/o Tuen Hing Road
- 33. Chik Chuen Street e/o Tai Wai Road
- 34. Tai Wai Road s/o Chik Fai Street
- 35. Ma Tin Road s/o Kau Yuk Road
- 36. Tai Ho Road North n/o Sai Lau Kok Road
- 37. Castle Peak Road w/o Chai Wan Kok Road
- 38. Wun Yiu Road w/o Railway, Tai Po
- 39. Po Heung Bridge s/o Tai Wo Road
- 40. Sheung Yue Road w/o Access Road to Fanling KCR Station
- 41. Wang Lok Street n/o Yuen Long On Lok Road
- 42. Jockey Club Road n/o Po Shek Wu Road

APPENDIX 2 SUMMARY OF PLB TERMINAL FACILITIES AS AT 31 DECEMBER 1987

<u>Location</u>	<u>Type of Facility</u>	<u>Remarks</u>
<u>HONG KONG</u>		
<u>Aberdeen</u>		
In front of Aberdeen Jockey Club Clinic	Off-street designated	Serves routes to Kennedy Town and Tin Wan
Old Main Street Aberdeen	On-street designated	Serves routes to Wong Chuk Hang
Tsung Man Street w/o Aberdeen Reservoir Road	On-street designated	Serves routes to Wah Fu Estate
Tung Sing Road s/o Lok Yeung Street	On-street designated	Serves route to Central
Wu Pak Street e/o Tung Sing Road	On-street designated	Serves route to Shek Pai Wan Estate
Wu Pak Street w/o Tung Sing Road	On-street designated	For parking only
Yue Hong Street n/o Yue Kwong Road	On-street designated	For parking only
<u>Causeway Bay</u>		
Jardine's Bazaar	On-street designated	Serves routes to Central and Kennedy Town
Sugar Street w/o Gloucester Road	On-street designated	Serves routes to Quarry Bay, Sai Wan Ho and Shau kei Wan
<u>Central</u>		
East of Central Bus Terminus and Exchange Square	Off-street designated	Serves routes to Daimaru, Wah Fu and Aberdeen
Stanley Street near Pottinger Street	On-street designated	Serves route to Kennedy Town
Wellington Street between Aberdeen Street and Queen's Road Central	On-street designated	Operates only when Stanley Street is full of vehicles

APPENDIX 2 SUMMARY OF PLB TERMINAL FACILITIES AS AT 31 DECEMBER 1987
(CONT'D)

<u>Location</u>	<u>Type of Facility</u>	<u>Remarks</u>
Wellington Street Peel Street and Aberdeen Street	On-street designated	Operates only when Stanley Street is full of vehicles
Wellington Street between Pottinger Street and D'Aguilar Street	On-street designated	Operates only when Stanley Street is full of vehicles
<u>Chai Wan</u>		
Wan Tsui Road at Chai Wan Theatre	On-street not designated	Serves routes to Kennedy Town Wan Chai and Shakeiwan
Fei Tsui Road w/o Wan Tsui Road	Off-street designated	For parking only
<u>Kennedy Town</u>		
Smithfield between Belcher's Street and Catchick Street	On-street designated	Serves route to Daimaru
Smithfield s/o Forbes Street	On-street designated	Serves routes to Aberdeen and Daimarus via mid-Level
<u>Quarry Bay</u>		
Hoi Kwong Street s/o Hoi Tai Street	On-street designated	For parking only
Mt. Parker Road	On-street not designated	Serves routes to Wan Chai and Central
<u>Repulse Bay</u>		
Beach Road	On-street not designated	Alighting and boarding point during summer

**APPENDIX 2 SUMMARY OF PLB TERMINAL FACILITIES AS AT 31 DECEMBER 1987
(CONT'D)**

<u>Location</u>	<u>Type of Facility</u>	<u>Remarks</u>
<u>Shau Kei Wan</u>		
Hoi Ning Street between Shau Kei Wan Road and Sai Wan Ho Street	On-street designated	Operates at peak hour, serving routes to the west
Kam Wah Street w/o Shau Kei Wan Main Street East	On-street designated	Serves routes to Daimaru, Wan Chai and Central
Tai Tak Street n/o Factory Street	On-street not designated	Serves route to Chai Wan
<u>Tin Wan</u>		
Tin Wan Street near Tin Wan Estate	On-street not designated	Pick up point for route to Aberdeen
<u>Wah Fu Estate</u>		
In front of Wah Lok House	On-street designated	Serves route to Aberdeen
In front of Wah On House	On-street not designated	Serves routes to Daimaru, Central and Kennedy Town
<u>Wan Chai</u>		
Hennessy Road w/o Bowrington Road	On-street not designated	Serves routes to Mong Kok, Central and Kennedy Town
Lockhart Road near Canal Road West	On-street designated	Serves routes to Kwun Tong
<u>Wong Chuk Hang</u>		
In front of Block 1 Wong Chuk Hang Estate	Off-street designated	Serves routes to Aberdeen and Central
Ocean Park	Off-street designated	Serves route to Central on holidays

APPENDIX 2 SUMMARY OF PLB TERMINAL FACILITIES AS AT 31 DECEMBER 1987
(CONT'D)

<u>Location</u>	<u>Type of Facility</u>	<u>Remarks</u>
<u>URBAN KOWLOON</u>		
<u>Cheung Sha Wan</u>		
Castle Peak Road e/o Tai Nan West Street	On-street not designated	Serves routes to To Kwa Wan, Kwun Tong, Wong Tai Sin, Mong Kok, Choi Hung Estate and Jordan Road
Hing Wah Street between Cheung Sha Wan Road and Un Chau Street	On-street not designated	Serves routes to Cheung Hang Chuen
Kwong Shing Street	On-street designated	Serves routes to To Kwa Wan, Kwun Tong, Wong Tai Sin, Jordan Road and Choi Hung
Tai Nan West Street between Wing Hong Street and King Lam Street	On-street designated	For parking only
Un Chau Street between Cheung Wah Street and Castle Peak Road	On-street designated	Serves routes to To Kwa Wan, Kwun Tong, Wong Tai Sin and Mong Kok
<u>Choi Hung Estate</u>		
Choi Hung Road j/o Hammer Hill Road	On-street not designated	Serves routes to Mong Kok, Hung Hom and, Castle Peak Road
<u>Ho Man Tin Estate</u>		
Sheung Foo Street, lay-by near bus terminus	Off-street designated	Serves routes to Mong Kok and Hung Hom Ferry
<u>Hung Hom</u>		
Hung Hom Ferry Concourse	Off-street designated	Serves routes to Lok Fu, Wang Tau Hom and Ho Man Tin

APPENDIX 2 SUMMARY OF PLB TERMINAL FACILITIES AS AT 31 DECEMBER 1987
(CONT'D)

<u>Location</u>	<u>Type of Facility</u>	<u>Remarks</u>
Pak Kung Street e/o Gillies Avenue	On-street designated	For parking only
Station Lane between Kun Yan Street and Ma Tau Wai Road	On-street designated	Serves routes to Choi Hung Estate, Wong Tai Sin, Tsz Wan Shan, Wang Tau Hom and Kwun Tong
<u>Kai Yip Estate</u>		
Kai Lok Street	On-street designated	Serves route to Mong Kok
<u>Kowloon City</u>		
Lung Kong Road between Nga Tsin Wai Road and Prince Edward Road	On-street designated	Serves route to Sai Kung
Nam Kok Road between Nga Tsin Wai Road and Prince Edward Road	On-street designated	For parking only
<u>Kwun Tong</u>		
Fu Yan Street between Mut Wah Street and Shung Yan Street	On-street designated	Serves routes to Sau Mau Ping and Kung Lok Road
Hip Wo Street n/o Mut Wah Street	On-street not designated	Serves route to Sau Mau Ping
Hip Wo Street n/o Tung Yan Street	On-street designated	Serves route to Castle Peak Road
Hip Wo Street s/o Tung Yan Street	On-street designated	Serves routes to Ko Chiu Road Estate, Lei Yue Mun and Yau Tong
Horse Shoe Lane j/o Ngau Tau Kok Road	On-street designated	Serves routes to Mong Kok, Castle Peak Road, Jordan Road, Hung Hom, Kowloon City and Wong Tai Sin

APPENDIX 2 SUMMARY OF PLB TERMINAL FACILITIES AS AT 31 DECEMBER 1987
(CONT'D)

<u>Location</u>	<u>Type of Facility</u>	<u>Remarks</u>
Kwun Tong Ferry Concourse	Off-street designated	Serves routes to Sau Mau Ping and Ngau Tau Kok
Kwun Tong Road between Hong Ning Road and Tung Yan Street	Off-street designated	Serves routes to Lam Tin and Sau Mau Ping
Off-street car park opposite Yan Shan Lane	Off-street designated	Serves route to Jordan Road
Shing Yan Street between Hong Ning Road and Fu Yam Street	Off-street designated	Serves route to Tai Kok Tsui
Tung Ming Street n/o Ngau Tau Kok Road	On-street designated	Serves route to Sham Shui Po
Tung Ming Street n/o Yee On Street	On-street designated	Serves route to Hung Hom
Yan Shun Lane	Off-street designated	Serves route to Mong Kok
Yee On Street w/o Tung Ming Street	On-street designated	Serves routes to Kowloon City and Wong Tai Sin
<u>Lai Chi Kok</u>		
Adjacent to Lai Chi Kok Bridge bus terminus	On-street not designated	Serves route to Princess Margaret Hospital. Pick-up point for New Territories bound vehicles to Yuen Long and Tsuen Wan Area, and for Kowloon bound vehicles to Sham Shui Po, Mong Kok and Jordan Road
<u>Lam Tin</u>		
Kai Tin Road at Hong Tin Court	On-street not designated	Serves route to Kwun Tong in morning and evening peak only

APPENDIX 2 SUMMARY OF PLB TERMINAL FACILITIES AS AT 31 DECEMBER 1987
(CONT'D)

<u>Location</u>	<u>Type of Facility</u>	<u>Remarks</u>
Ping Tin Street j/o On Tin Street	On-street not designated	Serves route to Kwun Tong
On Tin Street j/o Tak Tin Street	On-street not designated	Serves route to Kwun Tong
<u>Lei Yue Mun</u>		
Cha Kwo Ling Road j/o Shung Shun Street	On-street designated	Serves route to Kwun Tong
Ko Chiu Road near Block 17	On-street not designated	Serves route to Kwun Tong
Tung Yuen Street j/o Shung Shun Street	Off-street designated	Serves route to Kwun Tong
Yan Wing Street near bus terminus	On-street not designated	Serves routes to Kwun Tong and Lei Yue Mun Ferry in morning peak only
<u>Lion Rock Village</u>		
Cul-de-sac, access road to Lion Rock Village	On-street not designated	Serves route to Wong Tai Sin
<u>Mong Kok</u>		
Changsha Street	On-street designated	For parking only
Fa Yuen Street between Nelson Street and Shantung Street	On-street designated	Serves routes to To Kwa Wan and to Race Course during Race-day
Fa Yuen Street between Soy Street and Shan Tung Street	On-street designated	Serves route to Kai Yip Estate, Pak Tin Estate, Oi Man Estate and Ho Man Tin Estate

APPENDIX 2 SUMMARY OF PLB TERMINAL FACILITIES AS AT 31 DECEMBER 1987
(CONT'D)

<u>Location</u>	<u>Type of Facility</u>	<u>Remarks</u>
Fa Yuen Street n/o Argyle Street	On-street designated	Serves route to Wong Tai Sin and Tsz Wan Shan
Fa Yuen Street n/o Fife Street	On-street designated	For parking only
Portland Street between Changsha Street and Dundas Street	On-street designated	Serves route Shek Wai Kok and Cheung Shan Estate
Queen Elizabeth Hospital	Off-street designated	Serves routes to Castle Peak Road, Kwun Tong and Wong Tai Sin during hospital visiting hours (1330 - 1530 hours)
Sai Yeung Choi Street between Bute Street and Mong Kok Road	On-street designated	Serves route to Lok Man Estate
Sai Yeung Choi Street between Soy Street and Dundas Street	On-street designated	Serves routes to To Kwa Wan and Kowloon City Ferry
Soy Street between Reclamation Street and Canton Road	On-street designated	Serves Kwai Shing Estate
Portland Street between Argyle Street and Nelson Street	On-street designated	Serves route to Lei Muk Shu/Shek Yam and Shek Lei
Portland Street between Soy Street and Shantung Street	On-street designated	Serves routes to Shek Lei, Tsuen Wan
Soy Street between Tung Choi Street and Sai Yeung Choi Street	On-street not designated	Serves routes to To Kwa Wan and Kowloon City Ferry
Tung Choi Street between Fife Street and Argyle Street	On-street designated	Serves routes to Kwun Tong and Choi Hung Estate

APPENDIX 2 SUMMARY OF PLB TERMINAL FACILITIES AS AT 31 DECEMBER 1987
(CONT'D)

<u>Location</u>	<u>Type of Facility</u>	<u>Remarks</u>
<u>Ngau Tau Kok</u>		
Chun Wah Road j/o On Wah Street	Off-street not designated	Serves route to Lok Wah Estate
Chun Wah Road near Lok Wah Estate Community Centre	On-street not designated	Serves route to Lower Ngau Tau Kok Estate
On Shin Road j/o Ngau Tau Kok Road	On-street not designated	Serves route to Kwun Tong Ferry in morning peak only
On Tak Road j/o Ngau Tau Kok Road	On-street not designated	Serves route to Kwun Tong Ferry
<u>Oi Man Estate</u>		
Hau Man Street e/o Carmel Village Street	On-street designated	Serves routes to Mong Kok, Wong Tai Sin and To Kwa Wan
<u>Pak Tin Estate</u>		
Access road to Block 17	Off-street not designated	Serves routes to Mong Kok and Pei Ho Street
<u>San Po Kong</u>		
Ning Yuen Street	On-street designated	For parking only
Sam Chuk Street j/o Tai Yau Street	On-street not designated	Serves route to Mong Kok
Sheung Hei Street in front of Choi Hung Road Playground	On-street not designated	Serves route to Tsz Wan Shan (1700 - 1830 hours)
Yan Oi Street	On-street designated	For parking only

APPENDIX 2 SUMMARY OF PLB TERMINAL FACILITIES AS AT 31 DECEMBER 1987
(CONT'D)

<u>Location</u>	<u>Type of Facility</u>	<u>Remarks</u>
<u>Sau Mau Ping</u>		
Cul-de-sac, Sau Lai Street	On-street not designated	Serves route to Kwun Tong
Sau Mau Ping Road in front of Block 42	On-street not designated	Pick-up point for route to Kwun Tong
<u>Sham Shui Po</u>		
Castle Peak Road between Yen Chow Street and Kweilin Street	On-street designated	Serves routes to Tai Wai, Tai Po and Sheung Shui
Fuk Wa Street between Yen Chow Street and Kweilin Street	On-street designated	Serves routes to Shek Yam and Lei Muk Shu
Fuk Wing Street between Yen Chow Street and Kiu Kiang Street	On-street designated	Serves routes to Yuen Long
Fuk Wing Street j/o Kweilin Street	On-street designated	Serves route to Tsuen Wan
Kiu Kiang Street between Castle Peak Road and Un Chau Street	On-street not designated	Serves route to Lai King/Lai Yiu
Kweilin Street between Un Chau Street and Castle Peak Road	On-street designated	Serves route to Tsz Wan Shan (1330 - 2400 hours)
Po On Road between Pratas Street and Camp Street	On-street designated	For parking only
Sham Shui Po Ferry Concourse	Off-street designated	For parking only
Tai Po Road between Kweilin Street and Pei Ho Street	On-street designated	Serves route to Tai Wai

APPENDIX 2 SUMMARY OF PLB TERMINAL FACILITIES AS AT 31 DECEMBER 1987
(CONT'D)

<u>Location</u>	<u>Type of Facility</u>	<u>Remarks</u>
<u>Shek Kip Mei</u>		
Pak Tin Street between Berwick Street and Woh Chai Street	On-street designated	Serves route to Pak Tin Estate
<u>Tai Kok Tsui</u>		
Tai Kok Tsui Ferry Concourse	Off-street designated	For parking only
Man On Street	On-street designated	Serves route to Kwun Tong
<u>To Kwa Wan</u>		
Kau Pui Lung Road between Kiang Su Street and Lok Shan Road	On-street designated	Serves route to Mong Kok
Lok Shan Road e/o To Kwa Wan Road	On-street not designated	Serves route to Castle Peak Road in morning Peak hours
Ma Tau Kok Road j/o To Kwa Wan Road	On-street designated	Serves routes to Mong Kok and Castle Peak Road
Sheung Heung Road between Ma Tau Wai Road and Pau Chung Road	On-street designated	Serves route to Daimaru
Tam Kung Road j/o Ma Tau Kok Road	On-street designated	Serves route to Oi Man Estate
<u>Tsz Wan Shan</u>		
Po Kong Village Road e/o Tsz Wan Shan Road	On-street not designated	Serves route to Kwun Tong
Po Kong Village Road w/o Fung Shing Street	On-street not designated	Pick-up point for route to Mong Kok

APPENDIX 2 SUMMARY OF PLB TERMINAL FACILITIES AS AT 31 DECEMBER 1987
(CONT'D)

<u>Location</u>	<u>Type of Facility</u>	<u>Remarks</u>
Tsz Wan Shan Road between Ning Wah Street and Wai Wah Street	On-street not designated	Castle Peak Road, Pak Tin, San Po Kong and Kwun Tong
Tsz Wan Shan Road near Block 47	On-street not designated	Serves routes to San Po Kong and Castle Peak Road and Mong Kok
Wai Wah Street between Wan Wah Street and Hong Wah Street	On-street designated	Serves route to Wong Tai Sin MTR Station and to Castle Peak Road at 6:45 a.m. to 10:30 a.m. (Except Sunday)
Yuk Wah Crescent j/o Yuk Wah Street	On-street designated	Serves routes to Hung Hom and Castle Peak Road
<u>Wang Tau Hom</u>		
Wang Tau Hom Central Road	On-street designated	Serves route to Hung Hom and San Po Kong
<u>Wong Tai Sin</u>		
Ching Tak Street	On-street not designated	Serves route to Mong Kok, Castle Peak Road, Jordan Road and Hung Hom
Fung Tak Road j/o Shatin Pass Road	On-street not designated	
Shatin Pass Road s/o Lung Cheung Road	On-street designated	Serves routes to Lion Rock Village, Castle Peak Road, Lung Cheung Road
Tai Tung Street j/o Tai Shing Street	On-street not designated	Serves routes to Castle Peak Road and Mong Kok
Upper Wong Tai Sin Estate car park	Off-street designated	Serves route to Tsz Wan Shan

**APPENDIX 2 SUMMARY OF PLB TERMINAL FACILITIES AS AT 31 DECEMBER 1987
(CONT'D)**

<u>Location</u>	<u>Type of Facility</u>	<u>Remarks</u>
<u>Yau Ma Tei</u>		
Battery Street between Nanking Street and Saigon Street	On-street designated	Serves routes to Yuen Long and Tsuen Wan
Battery Street j/o Nanking Street	On-street not designated	Serves route to Sheung Shui
Chi Wo Street n/o Saigon Street	On-street designated	For parking only
Man Wui Street j/o Ferry Street	Off-street designated	For parking only
Ning Po Street between Battery Street and Shanghai Street	On-street not designated	Serves routes to Tsuen Wan, Lei Muk Shue, Shek Yam and Sheung Shui
Pak Hoi Street e/o Nathan Road	On-street designated	Serves route to Hong Kong Island
Parkers Street s/o Saigon Street	On-street designated	Serves route to Mei Foo
Temple Street between Jordan Road and Nanking Street	On-street designated	Serves route to Kwun Tong
Wai Ching Street n/o Jordan Road	On-street designated	For parking only
Wai Ching Street s/o Saigon Street	On-street designated	For parking only
Woosung Street between Jordan Road and Nanking Street	On-street designated	Serves routes to Kowloon City, Wong Tai Sin and To Kwa Wan

APPENDIX 2 SUMMARY OF PLB TERMINAL FACILITIES AS AT 31 DECEMBER 1987
(CONT'D)

<u>Location</u>	<u>Type of Facility</u>	<u>Remarks</u>
<u>NEW TERRITORIES</u>		
<u>Fan Ling</u>		
Luen Wo Road between Luen Hing Street and Luen Fat Street	On-street designated	Serves route to Jordan Road and Tai Po in morning peak hours
Luen Wo Road between Luen Shing Street and Luen On Street	On-street not designated	For parking only
<u>Kwai Shing</u>		
Kwai Shing Circuit j/o Kwai Luen Road	On-street not designated	Serves route to Mong Kok
<u>Lai King Area</u>		
Lai Yiu Street	On-street designated	Serves route to Sham Shui Po
<u>Lei Muk Shu Estate</u>		
Lei Shu Road near Wo Yi Hop Road	On-street designated	Serves routes to Sham Shui Po, Mong Kok, Jordan Road and Tsuen Wan
<u>Sai Kung</u>		
Hiram's Highway near Pak Sha Wan	Off-street designated	Serves route to Choi Hung Estate on summer holidays
Wai Man Road	Off-street designated	Choi Hung/Kowloon City

**APPENDIX 2 SUMMARY OF PLB TERMINAL FACILITIES AS AT 31 DECEMBER 1987
(CONT'D)**

<u>Location</u>	<u>Type of Facility</u>	<u>Remarks</u>
<u>Sha Tin</u>		
Chik Chuen Street	Off-street designated	Serves route to Mong Kok
West of Sha Tin Race Concourse	Off-street designated	Serves routes to New Territories on race days
West of Sha Tin Race Concourse (near bus terminus)	Off-street designated	Serves routes to Kowloon on race days
<u>Shek Kong</u>		
Kam Sheung Road near Kam Tin Road	Off-street designated	Serves route to Yuen Long
<u>Shek Lei Estate</u>		
Shek Li Street near Wai Kek Street	On-street designated	Serves routes to Mong Kok, Jordan Road and Tsuen Wan
Shek Li Street	On-street designated	For parking only
<u>Shek Wai Kok Estate</u>		
Cheung Pei Shan Road near Ho Fung School	On-street not designated	Serves routes to Mong Kok, Jordan Road and Tsuen Wan
<u>Shek Yam Estate</u>		
Lei Muk Road near Tung Chi Street	On-street designated	Serves routes to Sham Shui Po, Mong Kok and Jordan Road
<u>Sheung Shui</u>		
Fu Hing Street j/o San Tsoi Street	On-street designated	Serves routes to Jordan Road (via Luen Wo Market), Ping Che

APPENDIX 2 SUMMARY OF PLB TERMINAL FACILITIES AS AT 31 DECEMBER 1987
(CONT'D)

<u>Location</u>	<u>Type of Facility</u>	<u>Remarks</u>
San Hong Street j/o San Cheung Street	On-street designated	Serves routes to Tai PO AND Luen Wo Market
San Shing Avenue j/o San Fung Avenue	On-street designated	Serves route to Yuen Long (via Fan Kam Road)
Tsun Fu Street j/o San Hong Street	On-street designated	Serves route to Yuen Long (via Castle Peak Road)
<u>Tai Po</u>		
Po Yick Street j/o Po Heung Street	On-street designated	For parking only
Po Heung Square	Off-street designated	Serves route to Sheung Shui
Tsing Yuen Street	On-street designated	Serves route to Yuen Long
<u>Tai Wo Hau</u>		
Shek Tau Street	On-street designated	Serves route to Tsuen Wan
<u>Ting Kau</u>		
Along Castle Peak Road	Off-street designated	Not in use except in summer and on holiday
<u>Tsuen Wan</u>		
Castle Peak Road j/o Chung On Street	On-street not designated	Serves route to Yuen Long
Chuen Lung Street j/o Hoi Pa Street	On-street designated	For parking only
Chuen Lung Street near Hau Tei Square	On-street designated	Serves route to Shek Lei

APPENDIX 2 SUMMARY OF PLB TERMINAL FACILITIES AS AT 31 DECEMBER 1987
(CONT'D)

<u>Location</u>	<u>Type of Facility</u>	<u>Remarks</u>
Ho Pui Street between Chuen Lung Street and Chung On Street	On-street designated	Serves routes to Sham Shui Po, Jordan Road and Tai Wo Hau
Ho Pui Street between Chuen Lung Street and Wo Tik Street	On-street designated	For parking only
Hoi Pa Street in front of Fuk Loi Estate	On-street designated	Serves routes to Sham Shui Po, Mong Kok and Jordan Road
Hoi Pa Street j/o Chuen Lung Street	On-street designated	Serves routes to Shek Wai Kok and Cheung Shan Estate
Tak Wah Street j/o Ham Tin Street	On-street designated	Serves routes to Sham Shui Po, Jordan Road and Kwai Chung Estate
Tsuen Wan West PLB Terminus	Off-street designated	For parking only
Wo Tik Street between San Tsuen Street and Ho Pui Street	On-street designated	For parking only
Wo Tik Street between San Tsuen Street and Sai Lau Street	On-street designated	For parking only
Wo Tik Street j/o Sha Tsui Road	On-street designated	Serves route to Lei Muk Shu
<u>Tuen Mun</u>		
19 m.s., Castle Peak Road (near bus terminus)	Off-street designated	Serves route to Yuen Long on summer holiday
Yan Oi Tong Circuit	On-street designated	Serves route to Yuen Long

APPENDIX 2 SUMMARY OF PLB TERMINAL FACILITIES AS AT 31 DECEMBER 1987
(CONT'D)

<u>Location</u>	<u>Type of Facility</u>	<u>Remarks</u>
<u>Yuen Long</u>		
Fau Tsoi Street	On-street designated	Serves routes to Tai Po
Hop Fat Street e/o Kuk Ting Street	On-street designated	Serves route to Sheung Shui
Hung Min Court	Off-street designated	Serves route to Tai Tong
Yu King Square	Off-street designated	Serves route to Jordan Road, Lam Tei, Sheung Tsuen and Sheung Shui
Yuen Long Hong Lok Road s/o Castle Peak Road	On-street designated	Serves routes to San Hui, Sham Shui Po, Mong Kok, Jordan Road and Tsuen Wan

APPENDIX 3 SUMMARY OF GMB TERMINAL FACILITIES AS AT 31 DECEMBER 1987

		Route Served	
<u>Location</u>	<u>Type of Facility</u>	<u>No.</u>	<u>Destination</u>
<u>HONG KONG ISLAND</u>			
<u>Aberdeen</u>			
Nam Ning Street	On-street designated	4A	Causeway Bay
		4B	Wan Chai
		4C	Causeway Bay
		5	Causeway Bay
		26	Deep Water Bay (Summer only)
		35M	Wan Chai
Sai On Street	On-street designated	27	Ap Lei Chau
Yue Hong Street	Off-street not designated	4A	Causeway Bay
		4B	Wan Chai
		4C	Causeway Bay
<u>Ap Lei Chau</u>			
Ap Lei Chau Estate access road	Off-street not designated	29	Ocean Park
		29A	Wong Chuk Hang
Wai Fung Street	On-street designated	27	Aberdeen
Ping Lan Street	On-street designated	36	Wan Chai
<u>Causeway Bay</u>			
Jaffe Road e/o Percival Street	On-street designated	11	Tin Wan
		31	Tin Wan
Lee Garden Road	On-street designated	30	Happy Valley
		30	Watford Road
Lockhart Road	On-street designated	10	Sandy Bay Road
Pak Sha Road	On-street designated	5	Aberdeen
		14M	Jardine's Lookout
		21M	Tai Hang Drive
		21M	Lai Tak Tsuen

**APPENDIX 3 SUMMARY OF GMB TERMINAL FACILITIES AS AT 31 DECEMBER 1987
(CONT'D)**

		Route Served	
<u>Location</u>	<u>Type of Facility</u>	<u>No.</u>	<u>Destination</u>
<u>Causeway Bay (Cont'd)</u>			
Yun Ping Road	On-street designated	4A	Shek Pai Wan
		4C	Shek Pai Wan
		28	Baguio Villas
<u>Central</u> Edinburgh Place (HMS Tamar)	On-street designated	1	The Peak
		2	Old Peak Road
		3	Po Shan Road
		3A	Conduit Road
		28A	So Kon Po
Edinburgh Place (Star Ferry)	Off-street designated	6	Ocean Park
		7	Mount Nicholson Gap
		8	Baguio Villas
		9	Bowen Road
		22	Pok Fu Lam Garden
<u>Chai Wan</u>			
Cape Collinson Road (Correctional Institution)	Off-street not designated	18M	Chai Wan
Chai Wan MTR Station	Off-street designated	18M	Cape Collinson
		16M	Chung Hom Kok
Hing Man Estate	Off-street designated	20M	Chai Wan Ferry
Chai Wan Ferry	Off-street designated	20	Sai Wan Ho Ferry
		20M	Hing Man Estate
<u>Deep Water Bay</u>			
Island Road Public Car Park	Off-street not designated	26	Aberdeen

APPENDIX 3 SUMMARY OF GMB TERMINAL FACILITIES AS AT 31 DECEMBER 1987
(CONT'D)

<u>Location</u>	<u>Type of Facility</u>	<u>Route Served</u>	
		<u>No.</u>	<u>Destination</u>
<u>Happy Valley</u>			
Kwai Fong Street	On-street designated	30	Causeway Bay
Lai Tak Tsuen access road	On-street not designated	21M	Causeway Bay
Mount Butler Road	Off-street not designated	24M	Admiralty MTR Station
Purves Road	On-street designated	14M	Causeway Bay
Tai Hang Drive	On-street not designated	21M	Causeway Bay
<u>Kennedy Town</u>			
Holland Street	On-street designated	23	Pok Fu Lam
Ka Wai Man Road	Off-street not designated	13	Sai Ying Pun
Lung Wah Street	Off-street not designated	12	Sai Ying Pun
<u>Mid Levels</u>			
Conduit Road j/o Po Shan Road	On-street not designated	3A	Central

**APPENDIX 3 SUMMARY OF GMB TERMINAL FACILITIES AS AT 31 DECEMBER 1987
(CONT'D)**

<u>Location</u>	<u>Type of Facility</u>	<u>Route Served</u>	
		<u>No.</u>	<u>Destination</u>
<u>Mid Levels (Cont'd)</u>			
Mount Nicholson Road	On-street designated	7	Central
Po Shan Road	Off-street not designated	3	Central
<u>North Point</u>			
Braemar Hill Road	On-street designated	25 25M	Admiralty MTR Station Quarry Bay MTR Station
Marble Road	On-street designated	33	Kornhill
Wilshire Tower	On-street not designated	25A	Admiralty MTR Station
<u>Peak</u>			
Peak Tram Terminus	Off-street designated	1	Central
Watford Road	Off-street not designated	30	Causeway Bay
<u>Pok Fu Lam</u>			
Baguio Villas (Lower) access road	Off-street not designated	8	Central
Baguio Villas (Upper) access road	Off-street not designated	28	Causeway Bay

**APPENDIX 3 SUMMARY OF GMB TERMINAL FACILITIES AS AT 31 DECEMBER 1987
(CONT'D)**

		Route Served	
<u>Location</u>	<u>Type of Facility</u>	<u>No.</u>	<u>Destination</u>
<u>Pok Fu Lam (Cont'd)</u>			
Claymore Avenue	Off-street designated	22	Central
Sandy Bay Road near sanatorium	On-street designated	10	Causeway Bay
<u>Quarry Bay Kornhill</u>	Off-street designated	32 33 33M	Shau Kei Wan North Point MTR Tai Koo Station
Quarry Bay MTR Station	On-street not designated	25M	Upper Braemar Hill Road
<u>Sai Wan Ho</u>			
<u>Sai Wan Ho Ferry</u>	Off-street designated	19 20	O Pui Lung Chai Wan Ferry
Shing On Village access road	On-street designated	19	Sai Wan Ho Ferry
<u>Shau Kei Wan</u>			
<u>Mong Lung Street</u>	On-street designated	32	Kornhill
<u>Stanley</u>			
<u>Chung Hom Kok Road j/o Cape Road</u>	On-street designated	16M	Chai Wan
Stanley Beach Road near bus terminus	On-street designated	15	Stanley Fort
Stanley Fort	Off-street not designated	15	Stanley Beach Road near bus terminus
<u>Tin Wan</u>			
<u>Ka Wo Street</u>	On-street designated	11 31	Causeway Bay Causeway Bay

**APPENDIX 3 SUMMARY OF GMB TERMINAL FACILITIES AS AT 31 DECEMBER 1987
(CONT'D)**

		Route Served	
<u>Location</u>	<u>Type of Facility</u>	<u>No.</u>	<u>Destination</u>
<u>Wan Chai</u>			
Admiralty MTR Station	Off-street designated	24A	Shiu Fai Terrace
		24M	Mount Butler
		25	Upper Braemar Hill
		25A	Wilshire Tower
Luen Fat Street	On-street designated	35M	Aberdeen
Harbour Road w/o Tonnochy Road	Off-street designated	36	Ap Lei Chau
<u>Wong Chuk Hang</u>			
Heung Yip Road w/o Nam Long Shan Road	On-street designated	29A	Ap Lei Chau Estate
Ocean Park access road (Tai Shue Wan)	On-street designated	29	Ap Lei Chau Estate
Ocean Park Main Entrance	Off-street designated	6	Central
<u>URBAN KOWLOON</u>			
<u>Airport</u>			
Airport Passenger Terminus (Departure Level)	On-street designated	14	Lok Fu
		15	Air Cargo Terminal
Cargo Circuit o/s Air Cargo Terminus	Off-street designated	15	Airport Passenger Terminal
<u>Cha Kwo Ling</u>			
Cha Kwo Ling Road s/o Wing Fook Street	On-street designated	23	Kwun Tong
	On-street not designated	23A	Yan Oi Court

APPENDIX 3 SUMMARY OF GMB TERMINAL FACILITIES AS AT 31 DECEMBER 1987
(CONT'D)

<u>Location</u>	<u>Type of Facility</u>	<u>Route Served</u>	
		<u>No.</u>	<u>Destination</u>
<u>Chak On Estate</u>			
Chak On Estate access road	Off-street not designated	30A	Mong Kok MTR Station
		42	Tai Nam West Street
<u>Cheung Sha Wan</u>			
Cheung Sha Wan Road w/o Fat Tseung Street	Off-street not designated	11M	So Uk
Hing Wah Street n/o Shun Ning Road	On-street not designated	11M	So Uk
Hing Wah Street	On-street designated	97A*	Wonderland Villas
Tai Nam West Street	On-street designated	42	Chak On Estate
<u>Choi Hung Estate</u>			
Luk Lau Avenue	Off-street designated	1*	Sai Kung
<u>Choi Wan Estate</u>			
Ngau Chi Wan Street	On-street not designated	16	Ping Shek Estate
<u>Ho Man Tin</u>			
Hok Yu Lane	On-street designated	5M	Mong Kok MTR Station
Sheung Lok Street	On-street not designated	8	Tsim Sha Tsui (Middle Road)

* Kowloon - N.T. GMB route

APPENDIX 3 SUMMARY OF GMB TERMINAL FACILITIES AS AT 31 DECEMBER 1987
(CONT'D)

<u>Location</u>	<u>Type of Facility</u>	<u>Route Served</u>	
		<u>No.</u>	<u>Destination</u>
<u>Hung Hom</u>			
Hung Hom Ferry Concourse	Off-street designated	13	Kowloon Tong (Marconi Road)
Tak Man Street e/o Man Tai Street	On-street designated	2 6	Nam Shan Estate Tsim Sha Tsui
<u>Kowloon Bay</u>			
Kowloon Bay MTR Station	Off-street designated	51M	Richland Gardens
<u>Kowloon Tong</u>			
Beacon Hill Road e/o Ede Road	On-street designated	29	Broadcast Drive
Broadcast Drive e/o Marconi Road	On-street designated	29	Beacon Hill
Broadcast Drive e/o Marconi Road	On-street not designated	13	Hung Hom Ferry
Suffolk Road	Off-street designated	61M*	Tai Wai
<u>Kwun Tong</u>			
Hong Lee Court	On-street designated	35 36 36A	Upper Ngau Tau Kok Estate Kwun Tong Ferry Yue Man Square
Kwun Tong Ferry	Off-street designated	36	Hong Lee Court
Wan Hon Street j/o Ngan Yuet Lane	On-street designated	23	Cha Kwo Ling
Yan Oi Court	Off-street designated	23A 23B 26	Cha Kwo Ling Sai Cho Wan THA (Cir) Kai Fuk T.H.A.

* Kowloon - N.T. GMB route

APPENDIX 3 SUMMARY OF GMB TERMINAL FACILITIES AS AT 31 DECEMBER 1987
(CONT'D)

<u>Location</u>	<u>Type of Facility</u>	<u>Route Served</u>	
		<u>No.</u>	<u>Destination</u>
<u>Kwun Tong (Cont'd)</u>			
Yue Man Square w/o Tung Yan Street	On-street not designated	23	Cha Kwo Ling
Yue Man Square w/o Tung Yan Street	On-street not designated	34M 36A	Lower Sau Mau Ping Hong Lee Court
<u>Lam Tin Estate</u>			
On Tin Street in front of Block 15	Off-street designated	24	Sam Ka Tsuen Ferry
<u>Lok Fu</u>			
Lok Fu MTR Station	On-street designated	53M	Tin Ma Court
<u>Mei Foo Sun Chuen</u>			
Mei Foo MTR Station (Beneath Lai Chi Kok Bridge)	On-street not designated	90M* 92M*	Lai King Headland Wah Yuen Chuen
<u>Mong Kok</u>			
Mong Kok KCR Station	Off-street designated	12 12	Pak Tin Tai Tung Sun Chuen
Fife Street between Sai Yee Street and Sai Yeung Choi Street	On-street designated	27M 28M 30M 30A 31M	Lok Man Sun Chuen Kowloon City Caldecott Road Chak On Estate Tsim Sha Tsui East
<u>Ngau Tau Kok</u>			
Lok Wah Estate access road	Off-street designated	22M	Kwun Tong MTR Station
On Tak Road near Block 9	Off-street designated	35	Hong Lee Road

* Kowloon - N.T. GMB route

**APPENDIX 3 SUMMARY OF GMB TERMINAL FACILITIES AS AT 31 DECEMBER 1987
(CONT'D)**

<u>Location</u>	<u>Type of Facility</u>	<u>Route Served</u>	
		<u>No.</u>	<u>Destination</u>
<u>Pak Tin Estate</u>			
Pak Wan Street Car Park near Bus Terminus	Off-street designated	12	Tai Tung Sun Chuen
Pak Wan Street opposite Block 9	Off-street designated	9M	Shek Kip Mei MTR Station
<u>Ping Shek Estate</u>			
Clear Water Bay Road near Ping Shek Bus Terminus	Off-street not designated	16	Choi Wan Estate
Clear Water Bay Road o/s Choi Hung MTR Station	On-street not designated	1*	Sai Kung
<u>Piper's Hill</u>			
Caldecott Road, cul-de-sac	On-street designated	30M	Mong Kok MTR Station
<u>Richland Gardens</u>			
Richland Gardens	Off-street designated	51M	Kowloon Bay MTR Station
<u>San Po Kong</u>			
Hong Keung Street	On-street designated	20	Tsz Wan Shan Estate
Yi Lun Street	On-street designated	19 52	Tsz Wan Shan Chuk Yuen Estate
<u>Sau Mau Ping</u>			
Cul-de-sac, Tak Wo Street	Off-street designated	34M	Yue Man Square

* Kowloon - N.T. GMB route

**APPENDIX 3 SUMMARY OF GMB TERMINAL FACILITIES AS AT 31 DECEMBER 1987
(CONT'D)**

<u>Location</u>	<u>Type of Facility</u>	<u>Route Served</u>	
		<u>No.</u>	<u>Destination</u>
<u>Sham Shui Po</u>			
Sham Shui Po Ferry Concourse	Off-street designated	32K	Mong Kok KCR Station
<u>Shek Kip Mei</u>			
Shek Kip Mei MTR Station	On-street not designated	9M 41M	Upper Pak Tin Estate Yau Yat Chuen
<u>Tai Kok Tsui</u>			
Tai Tsun Street	On-street designated	3 12	Tsim Sha Tsui Pak Tin
<u>Tin Ma Court</u>			
Tin Ma Court	On-street not designated	53M	Lok Fu MTR Station
<u>To Kwa Wan</u>			
Kowloon City Ferry Concourse	Off-street designated	33	Fu Shan
Maidstone Road n/o Lok Shan Road	On-street designated	27M	Mong Kok MTR Station
Wai King Street	On-street designated	7 28M	Tsim Sha Tsui East Mong Kok MTR Station
<u>Tsim Sha Tsui</u>			
Haiphong Road w/o Nathan Road	On-street designated	1M	Tsim Sha Tsui East
Hankow Road s/o Peking Road	On-street designated	3 4 6	Tai Tung Sun Chuen Yau Yat Chuen Wong Po Sun Chuen

APPENDIX 3 SUMMARY OF GMB TERMINAL FACILITIES AS AT 31 DECEMBER 1987
(CONT'D)

		Route Served	
<u>Location</u>	<u>Type of Facility</u>	<u>No.</u>	<u>Destination</u>
<u>Tsim Sha Tsui (Cont'd)</u>			
Middle Road w/o Hankow Road	On-street designated	8	Ho Man Tin Estate
Star Ferry Concourse	Off-street designated	1	Tsim Sha Tsui East
<u>Tsz Wan Shan</u>			
Fung Shing Street e/o Po Kong Village Road	On-street not designated	33 33M	Kowloon City Ferry Wong Tai Sin MTR Station
Tsz Wan Shan Road o/s Shatin Pass Estate	On-street designated	18 19	Wong Tai Sin San Po Kong
Tsz Wan Shan Road near Block 47	On-street not designated	20 37M	San Po Kong Wong Tai Sin MTR Station
<u>Wang Tau Hom</u>			
Wang Tau Hom East Road n/o Fu Mei Street	On-street designated	14	Airport
<u>Wong Tai Sin</u>			
Ching Tak Street e/o Sheung Tak Street	Off-street designated	33M	Fu Shan Estate
Shatin Pass Road n/o Lung Cheung Road	Off-street not designated	37M	Tsz Wan Shan
Upper Wong Tai Sin Estate Car Park	Off-street designated	18	Tsz Wan Shan
<u>Yau Tong</u>			
Ko Chiu Road near Block 7, Ko Chiu Road Estate	On-street not designated	25	Sam Ka Tsuen Ferry
Shung Shun Street j/o Tung Yuen Street	Off-street designated	24 25	Lam Tin Ko Chiu Road

APPENDIX 3 SUMMARY OF GMB TERMINAL FACILITIES AS AT 31 DECEMBER 1987
(CONT'D)

		<u>Route Served</u>	
<u>Location</u>	<u>Type of Facility</u>	<u>No.</u>	<u>Destination</u>
<u>Yau Yat Chuen</u>			
Lung Chu Street (Nam Shan Estate)	On-street designated		For parking only
Peony Road	On-street designated	2	Hung Hom
	On-street designated	4	Tsim Sha Tsui
Yau Yat Chuen	On-street designated	41M	Shek Kip Mei MTR Station
<u>NEW TERRITORIES</u>			
<u>Kwai Chung/Tsing Yi</u>			
Cheung Wan T.H.A. access road, Tsing Yi	Off-street designated	88A 88B	Tsing Yi Ferry Kwai Fong MTR Station
Kwai Fong MTR Station	Off-street designated	87M 88 88B 88M	Tsuen Wan Fung Shue Wo Cheung Wan T.H.A. Tsing Yi Road/ United Dockyard
Kwai Hau Street, Kwai Shing Estate	Off-street designated	89 89M 98	Tsuen Wan Kwai Hing MTR Station Tsuen Wan
Kwai Hing MTR Station	Off-street designated	89M	Kwai Shing
Kwai Shing Circuit	Off-street designated	94	Shek Wai Kok
Lai Kong Street, Lai King Headland	On-street designated	46M 90M 91	Lai King MTR Station Mei Foo MTR Station Tsuen Wan

**APPENDIX 3 SUMMARY OF GMB TERMINAL FACILITIES AS AT 31 DECEMBER 1987
(CONT'D)**

<u>Location</u>	<u>Type of Facility</u>	<u>Route Served</u>	
		<u>No.</u>	<u>Destination</u>
<u>Kwai Chung/Tsing Yi</u> (Cont'd)			
Lei Pui Street	Off-street not designated	86	Tsuen Wan Tai Wo Hau MTR Station
On Chit Road, Shek Yam T.H.A.	On-street not designated	83	Tsuen Wan
Princess Margaret Hospital	On-street designated	-	Mei Foo
Road TY8, Fung Shue Wo, Tsing Yi	Off-street not designated	88	Kwai Fong MTR Station
Shing Fong Street	On-street designated	87	Tsuen Wan
Tsing Yi Ferry	Off-street not designated	88A	Cheung Wan T.H.A.
Tsing Yi Road/United Dockyard	Off-street not designated	88M	Kwai Fong MTR Station
Wah King Shan Road	Off-street designated	47M 97 97A	Lai King MTR Station Tsuen Wan Ferry Cheung Sha Wan
Wah Yuen Drive, Wah Yuen Chuen	Off-street not designated	92M 93	Mei Foo MTR Station Tsuen Wan
<u>North</u>			
Choi Yuen, Sheung Shui	On-street designated	11 19	Sheung Shui Tsuen Lin Ma Hang
Fanling KCR Station	Off-street designated	12K 52K 56K	Lung Yeuk Tau Sing Ping School Luk Keng Road

APPENDIX 3 SUMMARY OF GMB TERMINAL FACILITIES AS AT 31 DECEMBER 1987
(CONT'D)

		Route Served	
<u>Location</u>	<u>Type of Facility</u>	<u>No.</u>	<u>Destination</u>
<u>North (Cont'd)</u>			
Hang Tau Village access road	Off-street not designated	50	Sheung Shui
Ho Sheung Heung access road	Off-street not designated	51	Sheung Shui
Lin Ma Hang	Off-street not designated	17	Choi Yuen
Luk Keng Road, Luk Keng	On-street designated	56K	Fan Ling KCR Station
Ping Che Road/Sing Ping School	Off-street not designated	52K	Fan Ling KCR Station
Ping Kong	Off-street not designated	17	Sheung Shui
San Fat Street, Sheung Shui	On-street designated	50	Hang Tau
		51	Ho Sheung Heung
		55	Sha Tau Kok
San Shing Ave, Sheung Shui	On-street designated	16	Tong Kung Leng
		17	Ping Kong
Sheung Shui Tsuen	Off-street not designated	11	Choi Yuen
Shun Hing Street Sha Tau Kok	On-street designated	55	Sheung Shui
Tong Kung Leng	Off-street not designated	16	Sheung Shui

APPENDIX 3 SUMMARY OF GMB TERMINAL FACILITIES AS AT 31 DECEMBER 1987
(CONT'D)

<u>Location</u>	<u>Type of Facility</u>	<u>Route Served</u>	
		<u>No.</u>	<u>Destination</u>
<u>Sai Kung</u>			
Clear Water Bay Beach Road	Off-street designated	5	Choi Hung
Fuk Man Road	Off-street designated	1	Choi Hung/Telford Garden
		9	Lady MacLehose Holiday Village
Ho Chung access road	On-street designated	2	Sai Kung
Hoi Ha Road, Hoi Ha	Off-street not designated	7	Pak Tam Chung
Lady MacLehose Holiday Village access road	Off-street not designated	9	Sai Kung
Nam Shan Po Lo Che Quarter access road	Off-street not designated	3	Sai Kung
Po Lam Road, Rennie's Hill	Off-street designated	10	Kwun Tong
		10A	Kwun Tong
Road L7 near Yi Chun Street	On-street designated	2	Ho Chung
Tai Mong Tsai Road, Pak Tam Chung	Off-street designated	7	Hoi Ha
Tui Min Hoi Sai Kung Camp Road	On-street designated	4	Sai Kung
Yi Chun Street, Sai Kung	On-street designated	3	Nam Shan, Po Lo Che
		4	Tui Min Hoi

<u>Location</u>	<u>Type of Facility</u>	<u>Route Served</u>	
		<u>No.</u>	<u>Destination</u>
<u>Sha Tin</u>			
Au Pui Wan Street, Fo Tan	On-street designated	65K	Siu Lek Yuen
Chik Chuen Street, Tai Wai	Off-street designated	61M	Kowloon Tong MTR Station
Heung Fan Liu Street, Pak Tin Mui Lee T.H.A.	On-street not designated	63K	Tai Wai KCR Station
Kwai Tei Sun Chuen Road	On-street designated	60K	Sha Tin KCR Station
Lok Fung Path/Shatin Lodge	On-street designated	62K	Sha Tin KCR Station
Lower Shing Mun Road, Lower Shing Mun T.H.A.	Off-street designated	64K	Tai Wai KCR Station
Ma Ling Path, Kau To	Off-street designated	66K	Sha Tin KCR Station
Ma On Shan Road	On-street designated	67K	Sha Tin KCR Station
Sha Tin KCR Station	Off-street designated	60K	Fo Tan Cottage Area
		62K	Sha Tin Lodge
		66K	Kau To
		67K	Ah Kung Kok
Tai Wan KCR Station	Off-street designated	63K	Pak Tin Mui Lee T.H.A.
		64K	Lower Shing Mun T.H.A.
Wong Nai Tau, Siu Lek Yuen	On-street designated	65K	Fo Tan KCR Station

APPENDIX 3 SUMMARY OF GMB TERMINAL FACILITIES AS AT 31 DECEMBER 1987
(CONT'D)

<u>Location</u>	<u>Type of Facility</u>	<u>Route Served</u>	
		<u>No.</u>	<u>Destination</u>
<u>Tai Po</u>			
Kam Shan Road, Kam Shan	Off-street not designated	22K	Tai Po KCR Station
Lam Kam Road, Ng Tung Chai	Off-street designated	25K	Tai Po KCR Station
Sam Mun Tsai access road, Sam Mun Tsai	Off-street not designated	20K	Tai Po KCR Station
San Uk Ha access road, San Uk Ha	Off-street not designated	23K	Tai Po KCR Station
Tai Po KCR Station	Off-street designated	20K 21K 22K 23K 25K	Sam Mun Tsai Wai Tau Kam Shan San Uk Ha Kadoorie Farm
Wai Tau access road, Wai Tau	Off-street not designated	21K	Tai Po KCR Station
<u>Tsuen Wan</u>			
Chuen Lung Street	On-street designated	80 83 86	Chuen Lung Shek Yam T.H.A. Shek Lei
Chuen Lung Village access road	On-street not designated	80	Tsuen Wan
Fu Yung Shan Road, Fu Yung Shan	On-street not designated	85	Tsuen Wan

**APPENDIX 3 SUMMARY OF GMB TERMINAL FACILITIES AS AT 31 DECEMBER 1987
(CONT'D)**

<u>Location</u>	<u>Type of Facility</u>	<u>Route Served</u>	
		<u>No.</u>	<u>Destination</u>
<u>Tsuen Wan (Cont'd)</u>			
Ham Tin Street	On-street designated	87	Kwai Fong
		87M	Kwai Fong MTR Station /Container Port
		91	Lai King Headland
		93	Wah Yuen Chuen
Ho Pui Street	On-street designated	89	Kwai Shing North
		98	Kwai Shing North
Lo Wai Road	On-street not designated	81	Tsuen Wan
		81M	Tsuen Wan Ferry
Lung Yue Road, Tsing Lung Tau	On-street designated	96	Tsuen Wan Ferry
		96M	Tsuen Wan MTR Station
Shek Wai Kok Road	On-street not designated	94	Kwai Shing
Shing Mun Road, Shing Mun Reservoir	On-street designated	82	Tsuen Wan
		82M	Tsuen Wan Ferry
Shiu Wo Street	On-street designated	81	Lo Wai
		82	Shing Mun Reservoir
		85	Fu Yung Shan
Tsuen Wan Centre estate road	Off-street designated	95	Tsuen Wan Ferry
		95M	Tsuen Wan MTR Station
Tsuen Wan Ferry	Off-street designated	81M	Lo Wai
		82M	Shing Mun Reservoir
		95	Tsuen Wan Centre
		96	Tsing Lung Tau
		97	Wah King Shan
Tsuen Wan MTR Station	Off-street designated	95M	Tsuen Wan Centre
		96M	Tsing Lung Tau

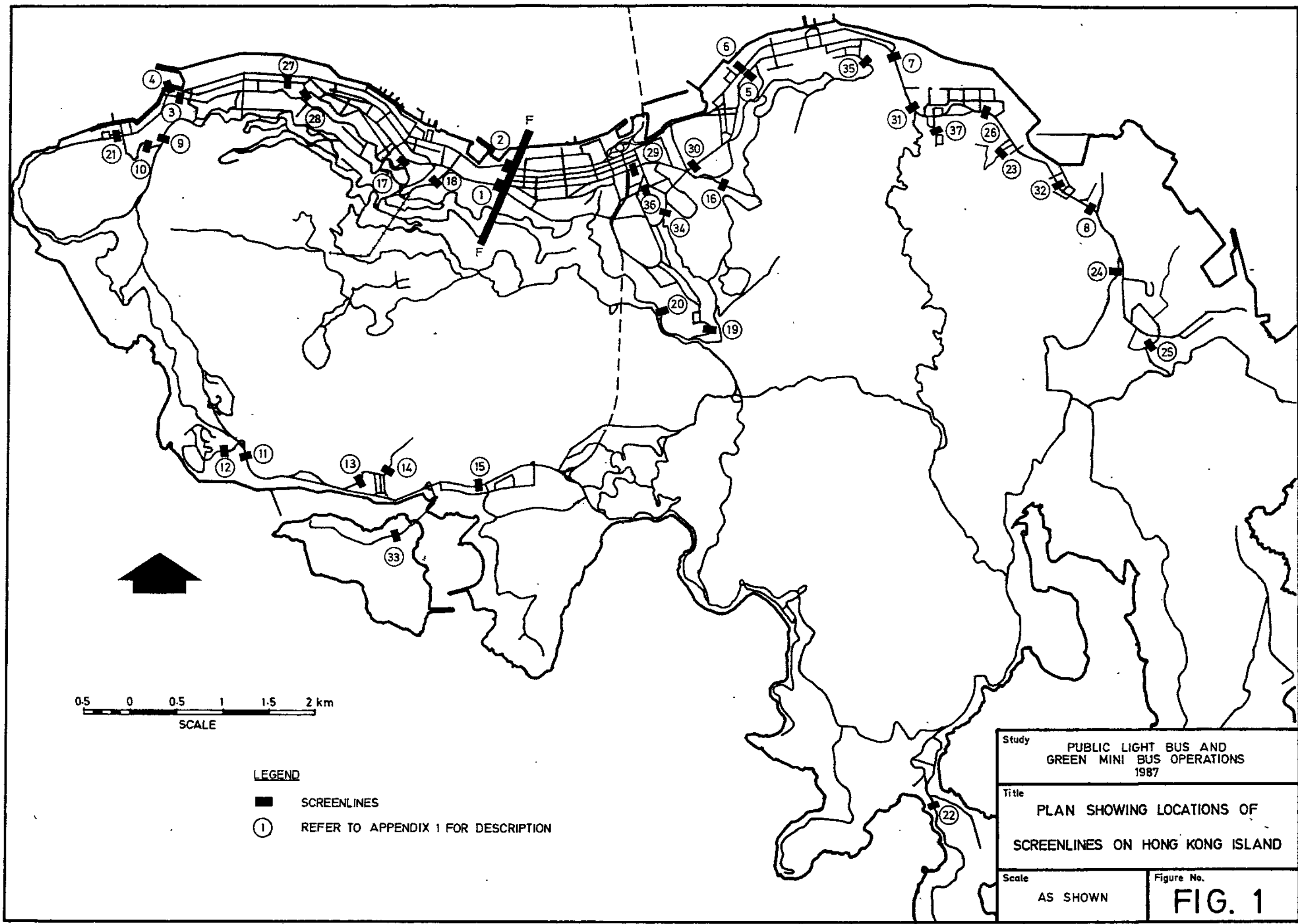
APPENDIX 3 SUMMARY OF GMB TERMINAL FACILITIES AS AT 31 DECEMBER 1987
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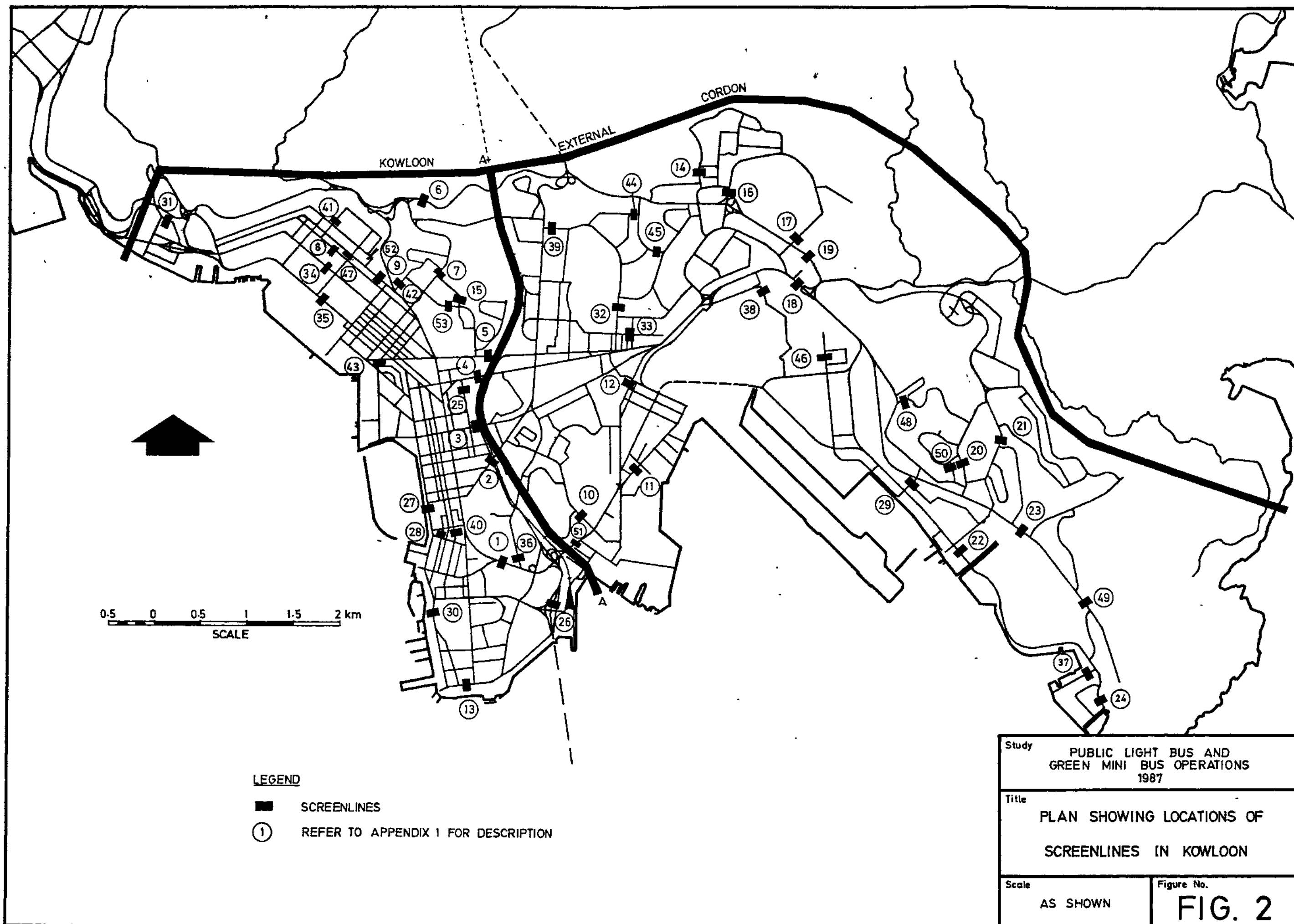
		Route Served	
<u>Location</u>	<u>Type of Facility</u>	<u>No.</u>	<u>Destination</u>
<u>Tuen Mun</u>			
Shan King Estate access road	Off-street designated	45	On Ting Estate
<u>Yuen Long</u>			
Deep Bay Road, Tsim Bei Tsui	Off-street designated	35	Yuen Long
Fook Hong Street	Off-street designated	73	Sung Shan San Tsuen
		74	Shing Uk Tsuen
		75	Ha Wan Tsuen
		76	Siu Hom Tsuen
Ha Chuk Yuen Road	Off-street not designated	38	Yuen Long
Ha Wan Tsuen	Off-street not designated	75	Yuen Long
Hong King Street	On-street designated	31	Tong Yan San Tsuen
		32	Tan Kwei Tsuen
Kin Yip Street	On-street designated	39	Kung Om
Kung Om	Off-street not designated	39	Yuen Long
Lau Fau Shan Road	On-street designated	34	Yuen Long
Lui Kung Tin	Off-street designated	72	Yuen Long
Ngau Tam Mei Road	Off-street not designated	37	Yuen Long

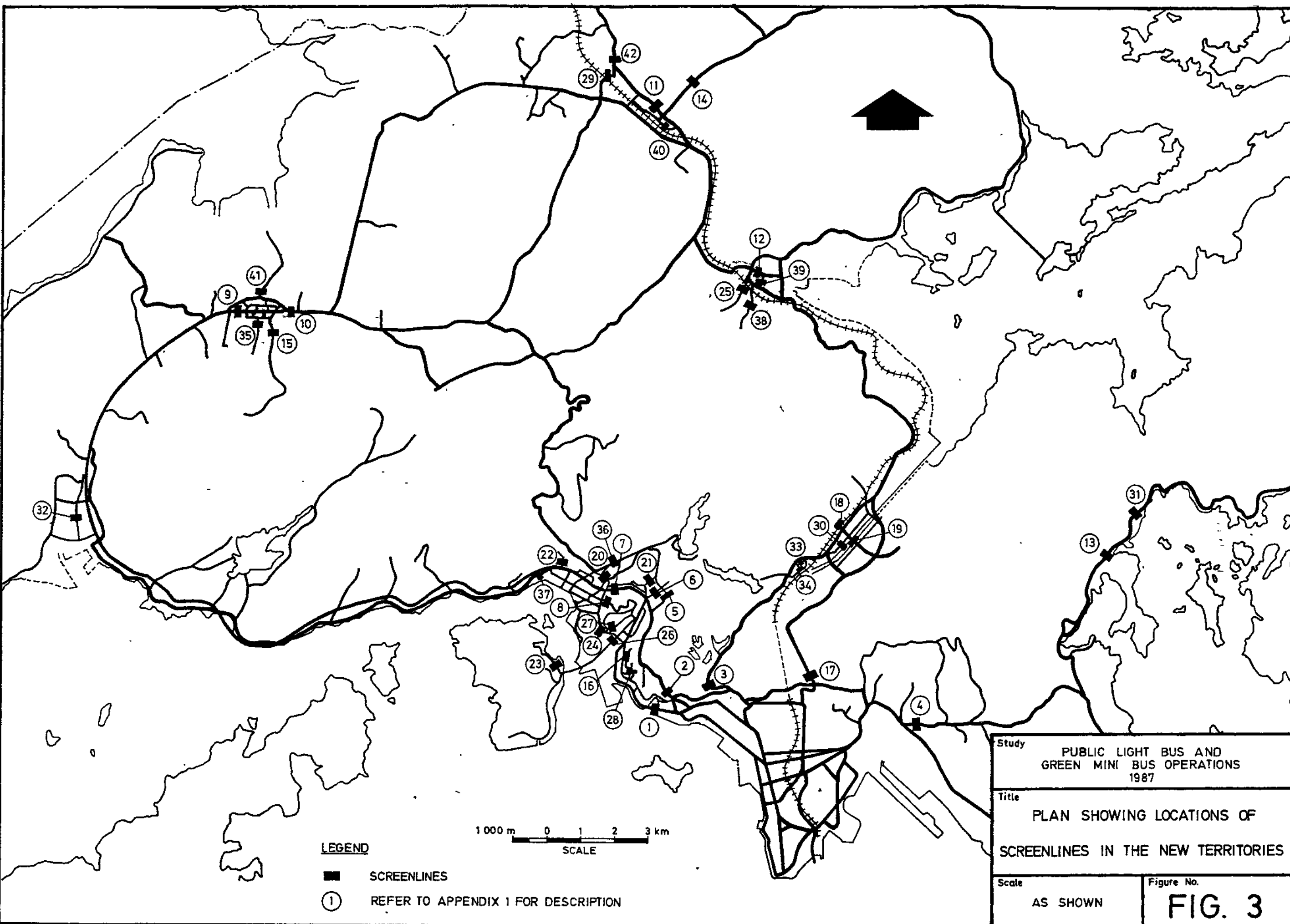
APPENDIX 3 SUMMARY OF GMB TERMINAL FACILITIES AS AT 31 DECEMBER 1987
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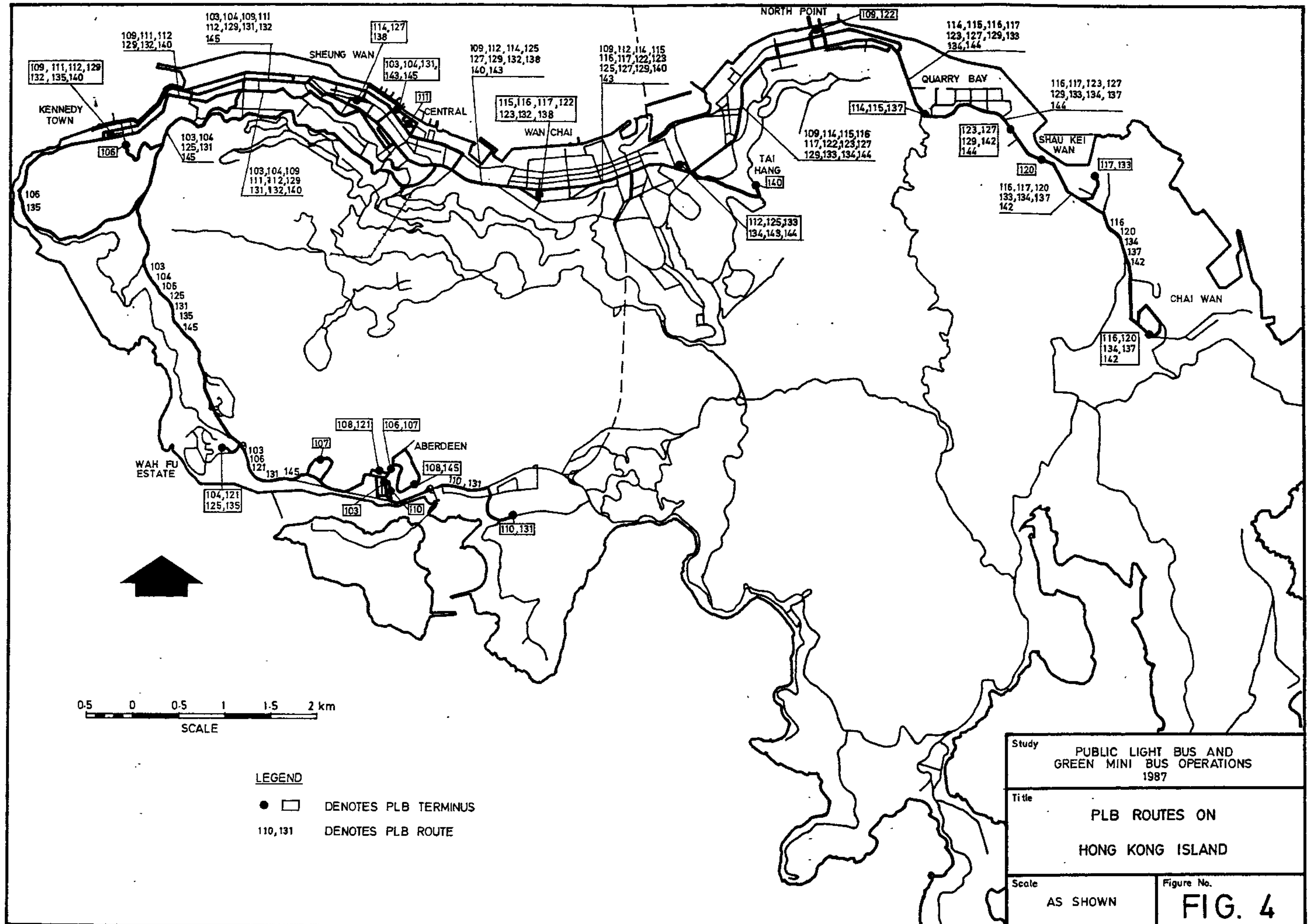
		Route Served	
<u>Location</u>	<u>Type of Facility</u>	<u>No.</u>	<u>Destination</u>
<u>Yuen Long (Cont'd)</u>			
Nim Wan Road	Off-street not designated	33	Yuen Long
Sau Fu Street	On-street designated	36	Man Yuen Chuen
		37	Ngau Tam Mei
		38	Ha Chuk Yuen
Shek Wu Tong, Ho Pui	Off-street not designated	71	Yuen Long
Shing Uk Tsuen	Off-street not designated	74	Yuen Long
Siu Hom Tsuen	Off-street not designated	76	Yuen Long
Sung Shan San Tsuen	Off-street not designated	73	Yuen Long
Tai Fung Street	On-street designated	33	Long Chok Hang
		34	Lau Fau San
		35	Sha Kiu Liu Kung Tin
Tai Hang Street	On-street not designated	71	Shek Wu Tong, Ho Pui
		72	
Tai San Wai access road	Off-street not designated	36	Yuen Long
Tan Kwei Tsuen Road	On-street not designated	32	Yuen Long

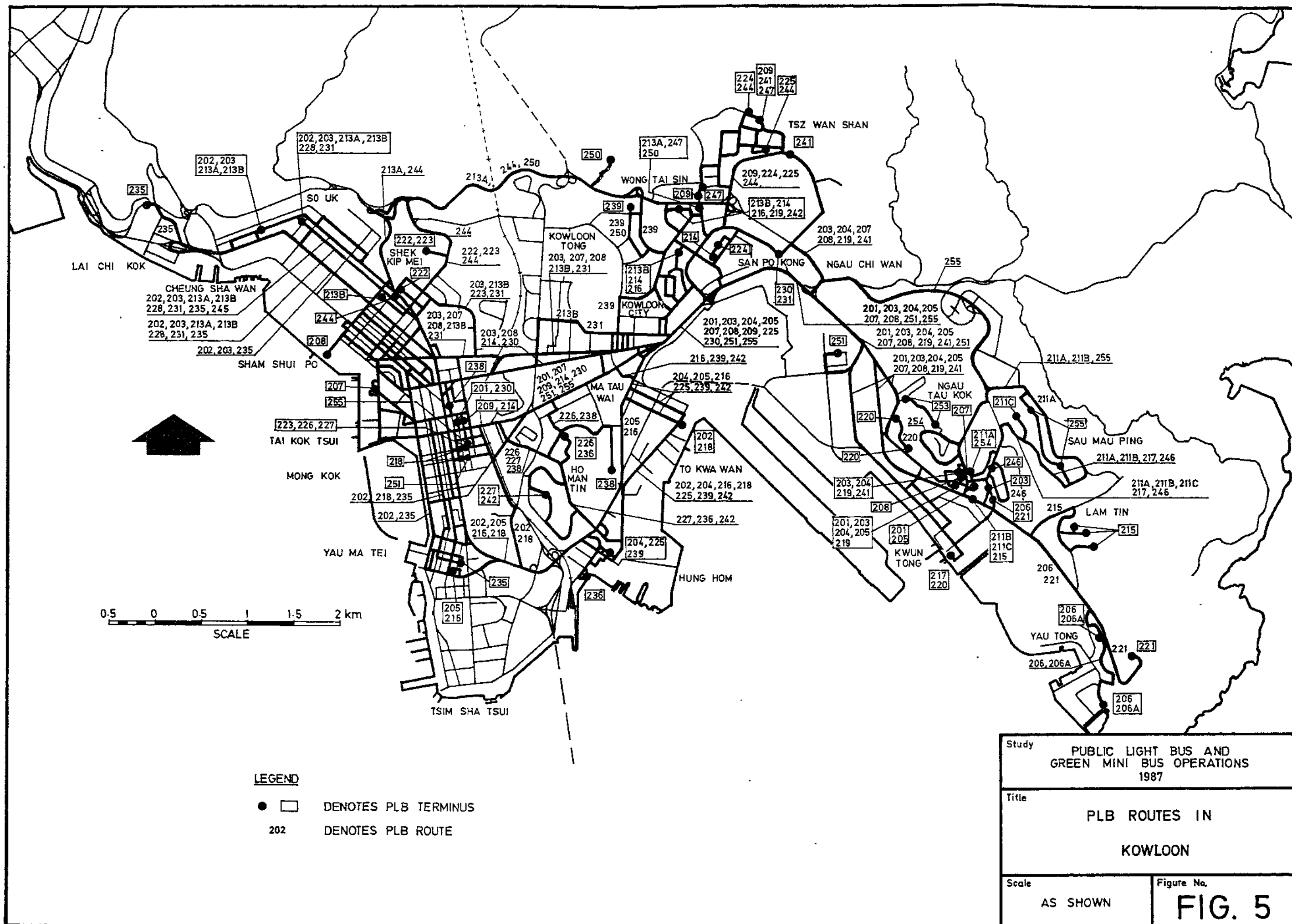
FIGURES

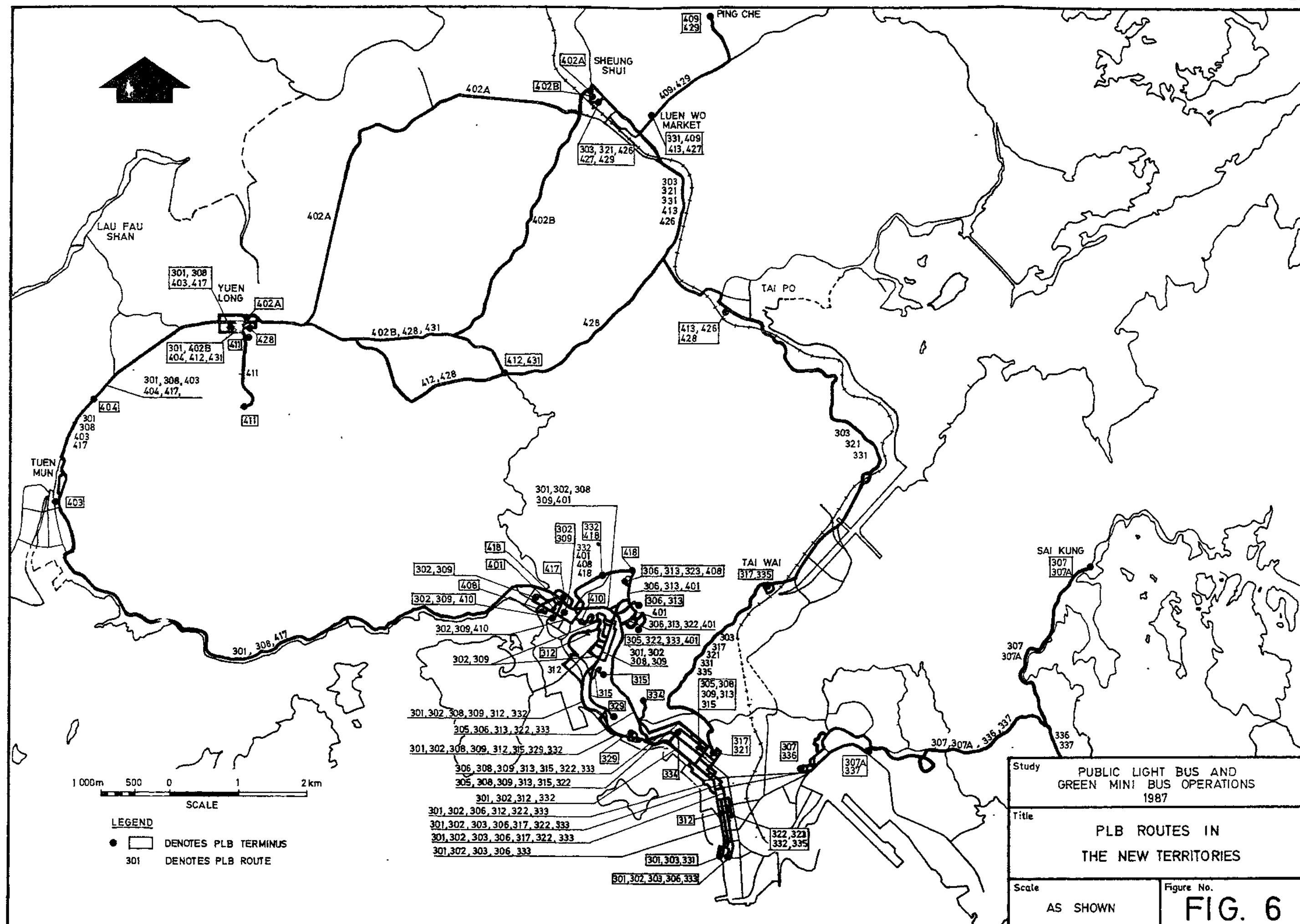


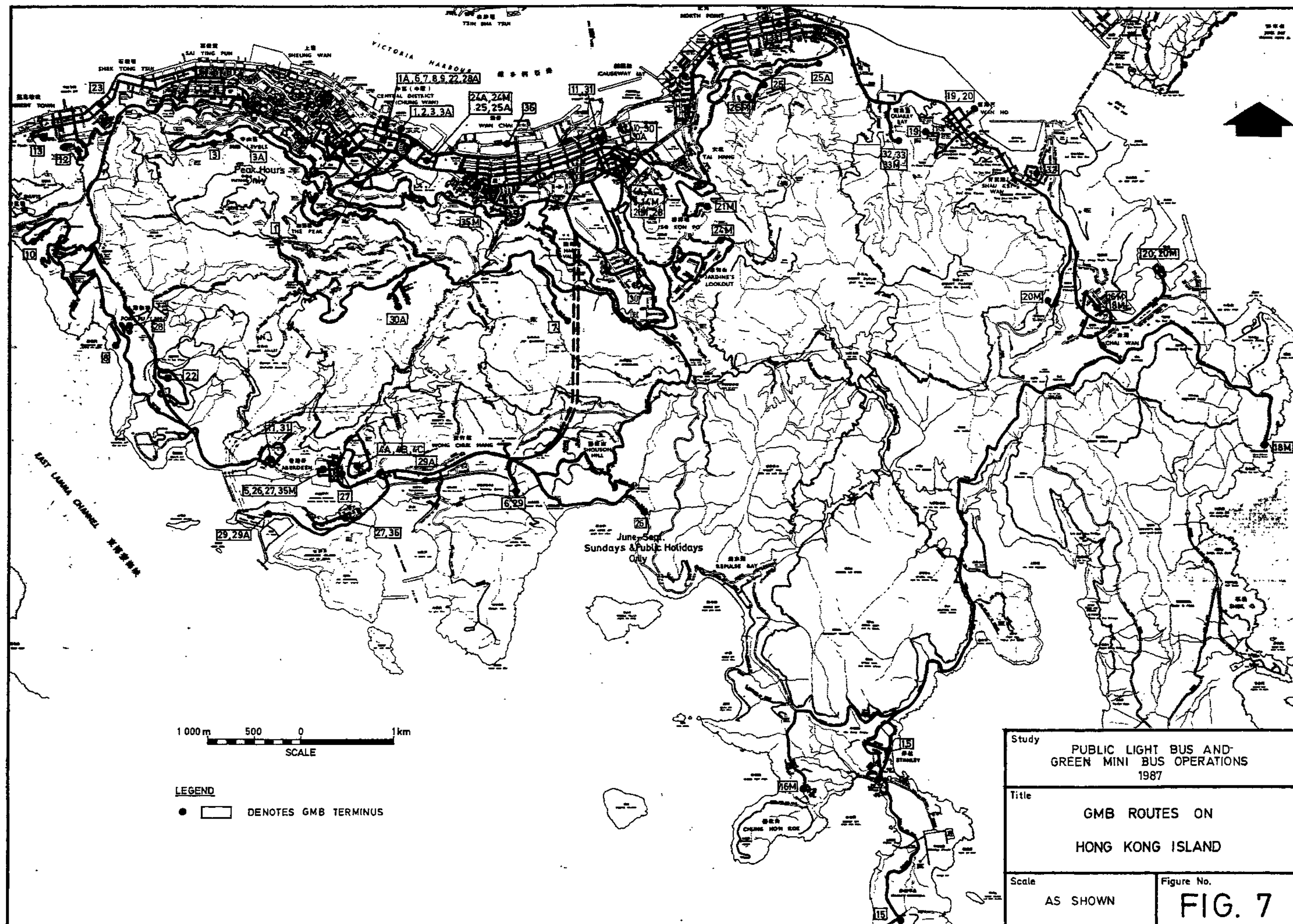


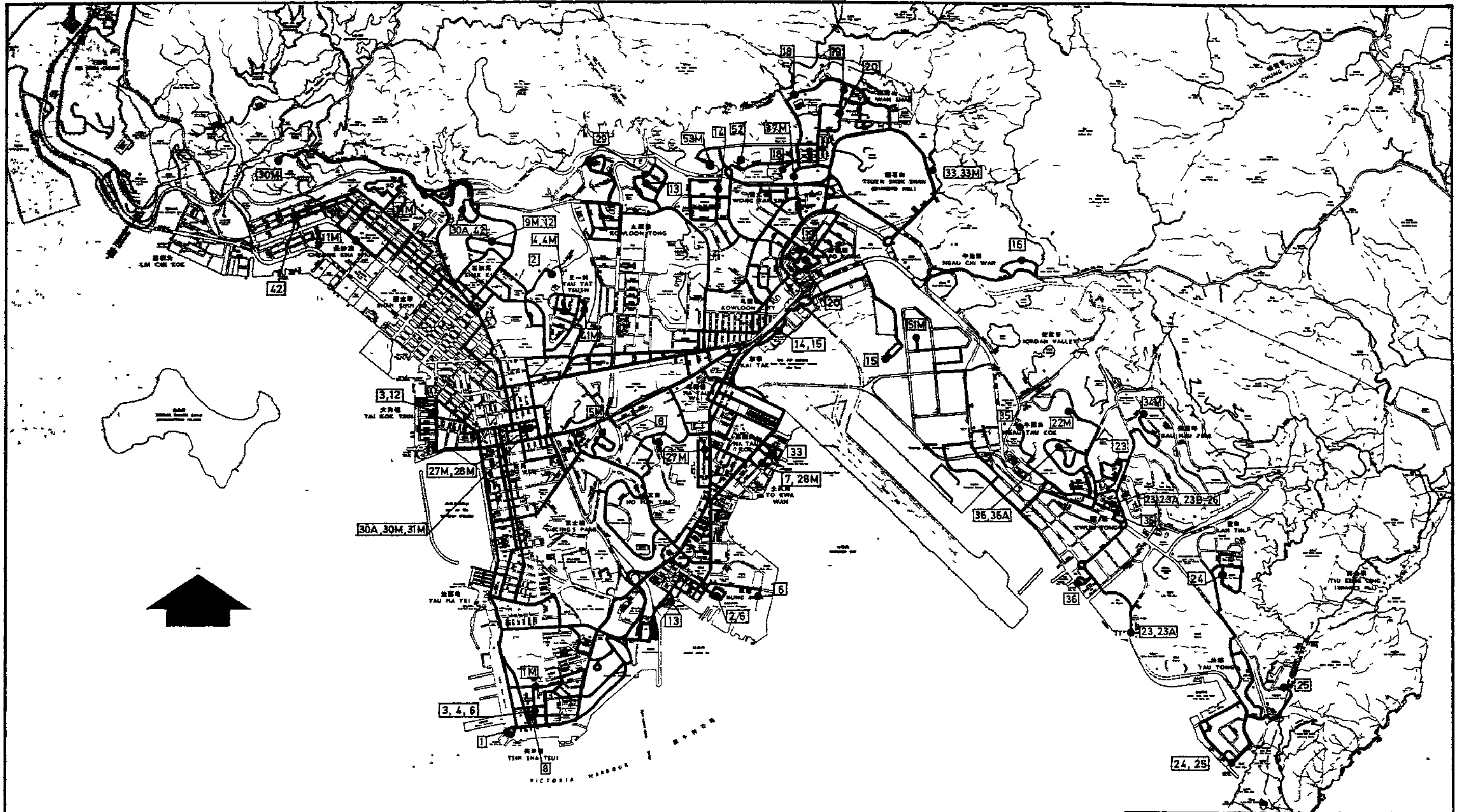










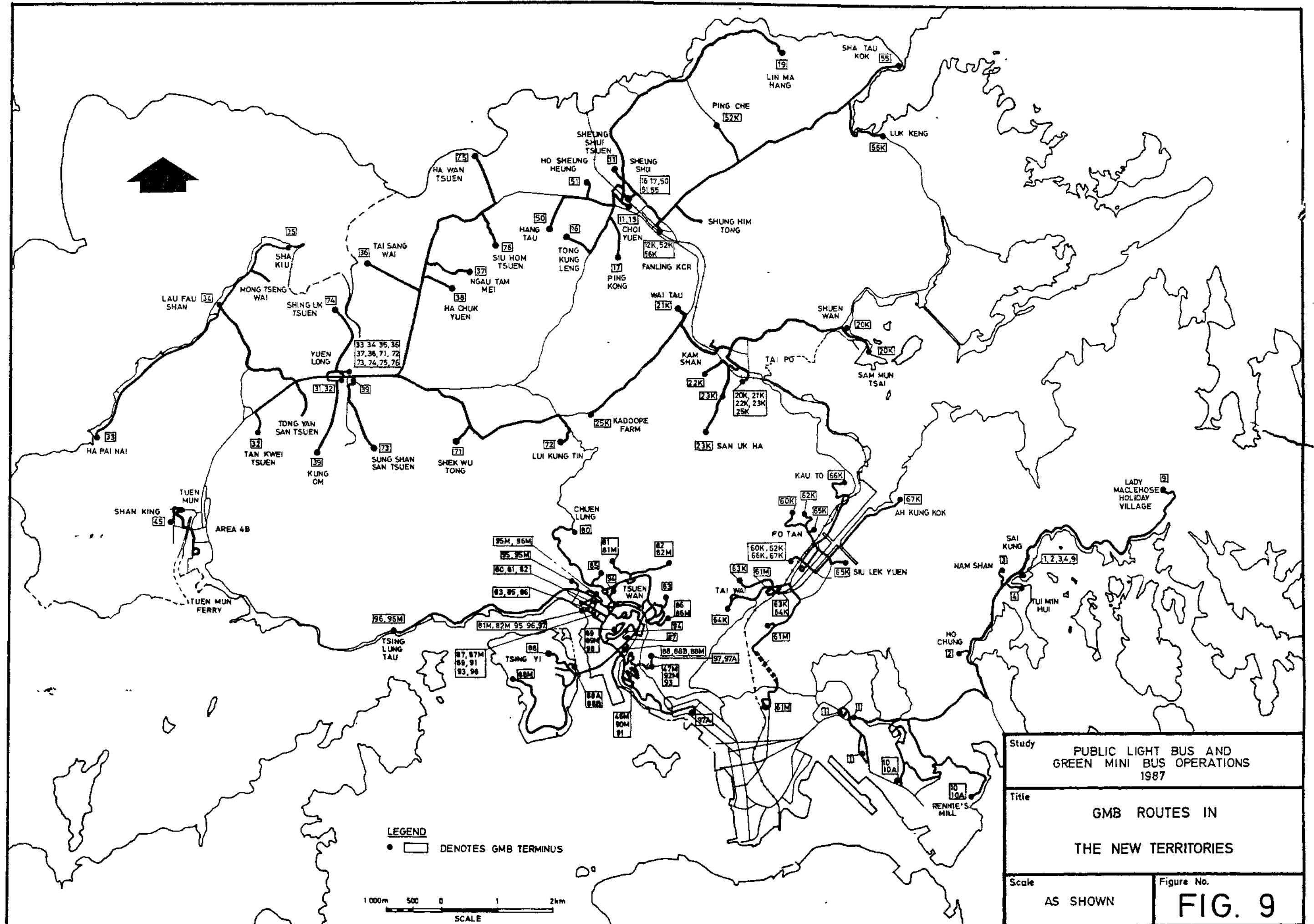


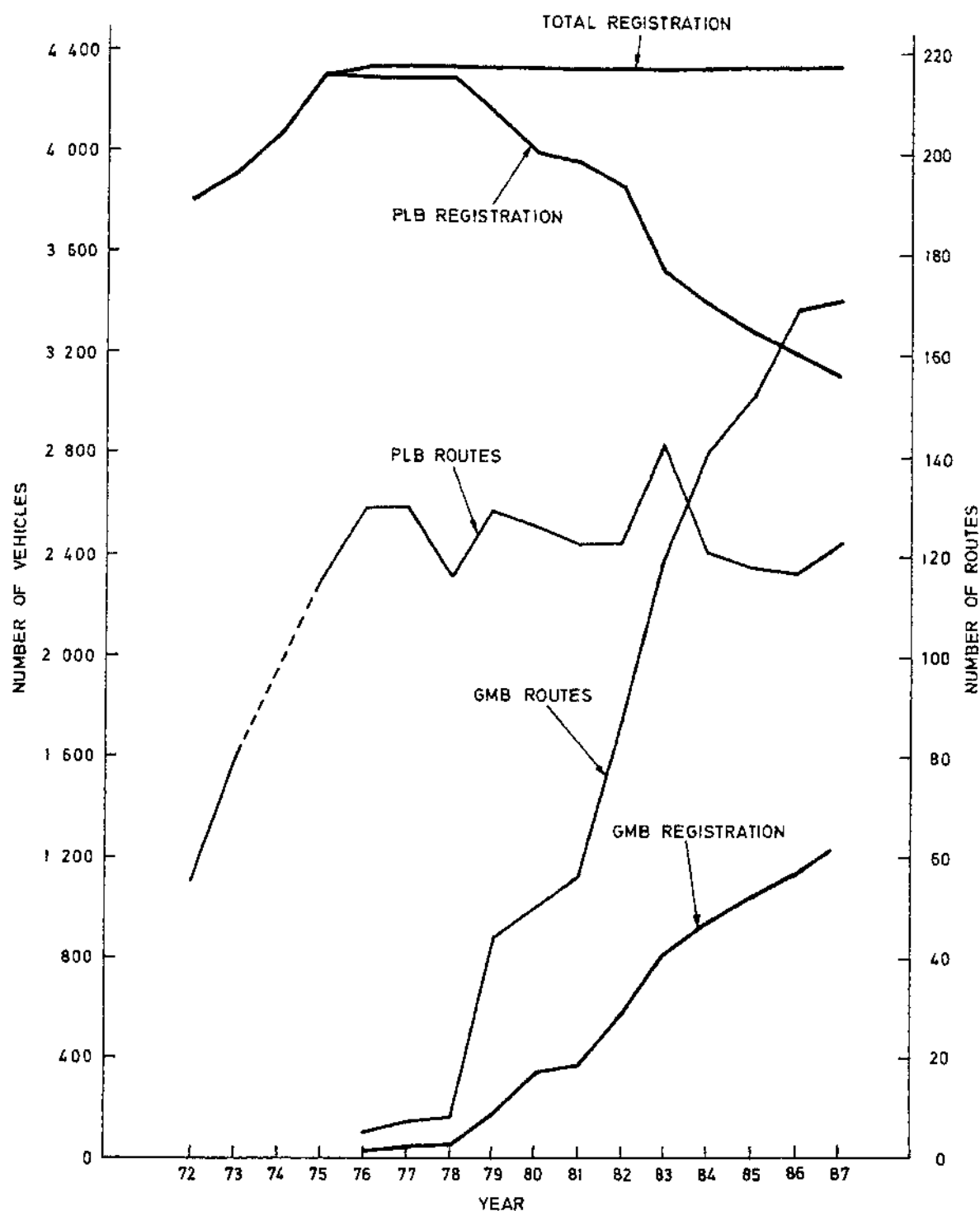
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SCALE

LEGEND

● □ DENOTES GMB TERMINUS

Study PUBLIC LIGHT BUS AND GREEN MINI BUS OPERATIONS 1987	
Title GMB ROUTES IN KOWLOON	
Scale AS SHOWN	Figure No. FIG. 8





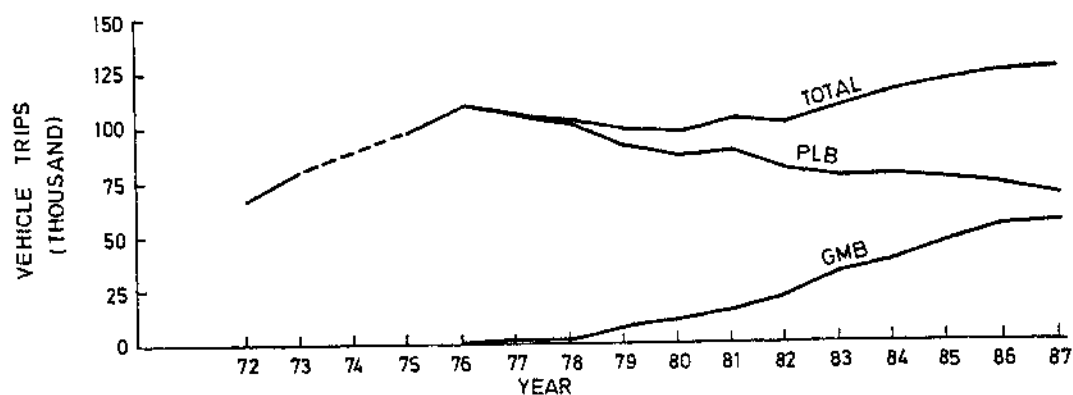
NOTE NO PLB SURVEY IN 1974 FIGURE OBTAINED BY INTERPOLATION

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1987

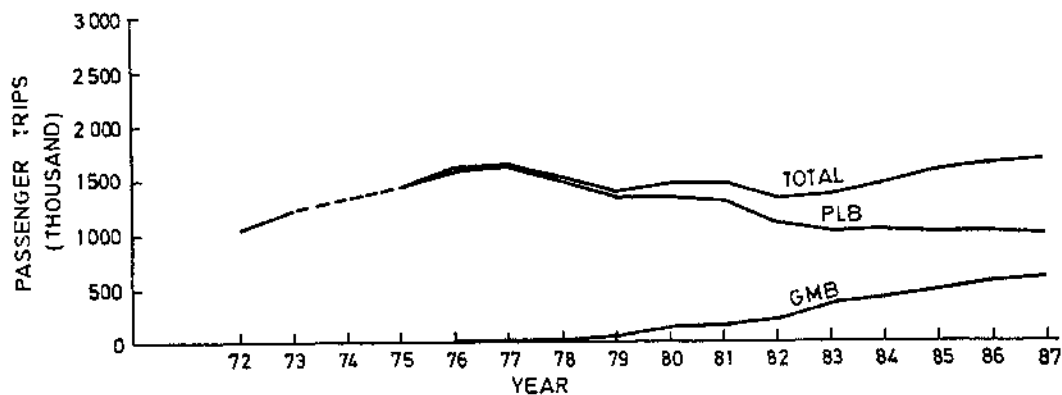
Scale AS SHOWN

Title CHANGES OF PLB / GMB REGISTRATION
AND NUMBER OF ROUTES

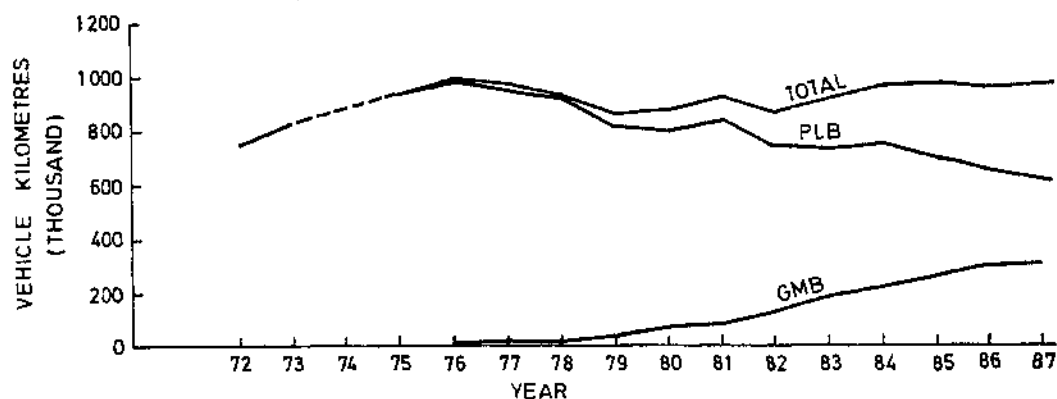
Figure No
FIG. 10



(A) DAILY (16-HOUR) VEHICLE TRIPS



(B) DAILY (24-HOUR) PASSENGER TRIPS



(C) DAILY (24-HOUR) VEHICLE-KILOMETRAGE

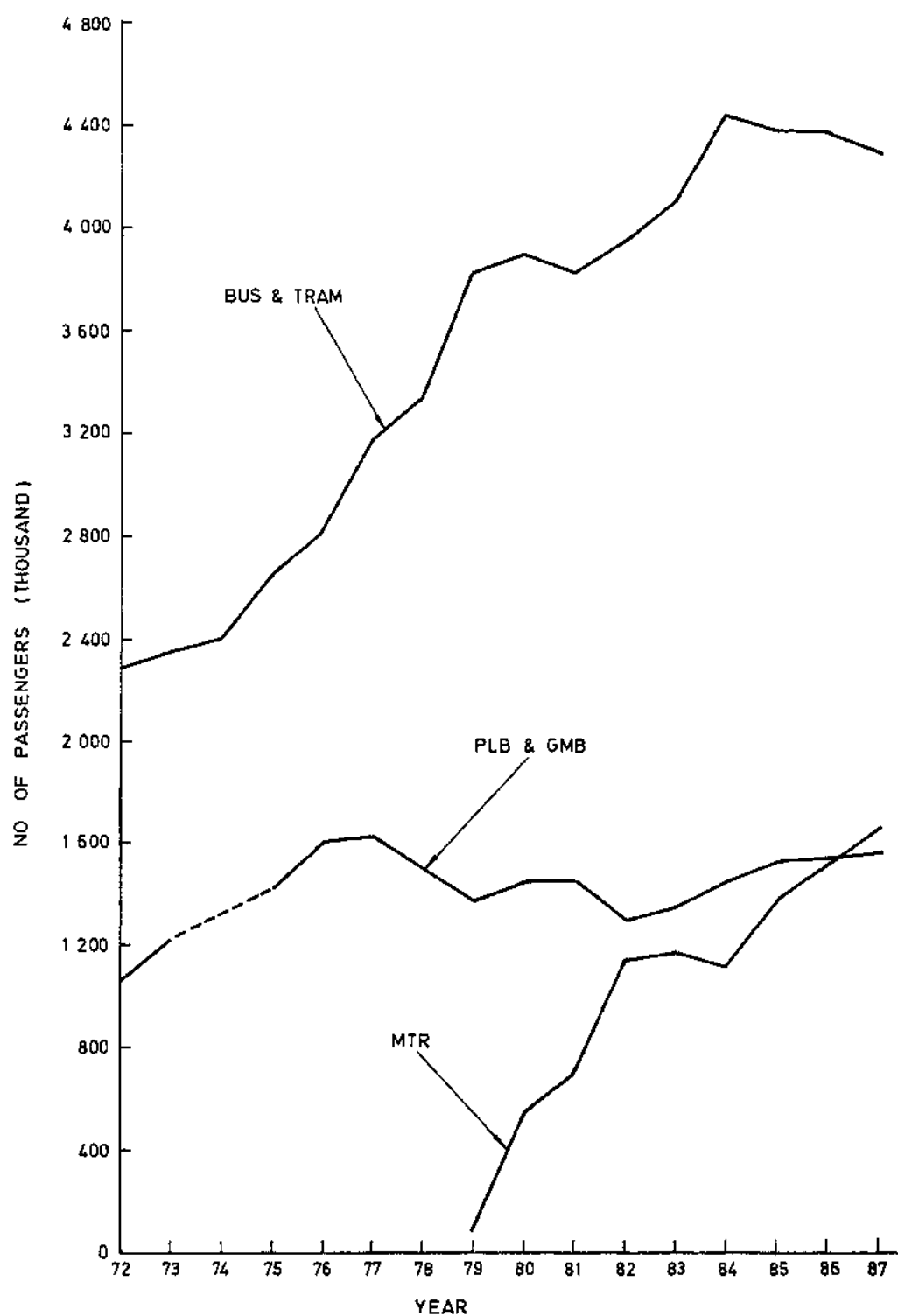
- NOTES: 1. NO PLB SURVEY IN 1974. FIGURE OBTAINED BY INTERPOLATION.
2. EXCEPT FOR "VEHICLE TRIPS", ALL GMB FIGURES WERE BASED ON RETURNS FROM OPERATORS.
3. THE FIGURES OF 24-HOUR PASSENGER TRIPS AND VEHICLE-KILOMETRAGE OF PLB WERE BASED ON EXPANSION FROM 16-HOUR OBSERVATIONS.

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Scale
AS SHOWN

Title
CHANGES OF PLB AND GMB CHARACTERISTICS

Figure No
FIG. 11



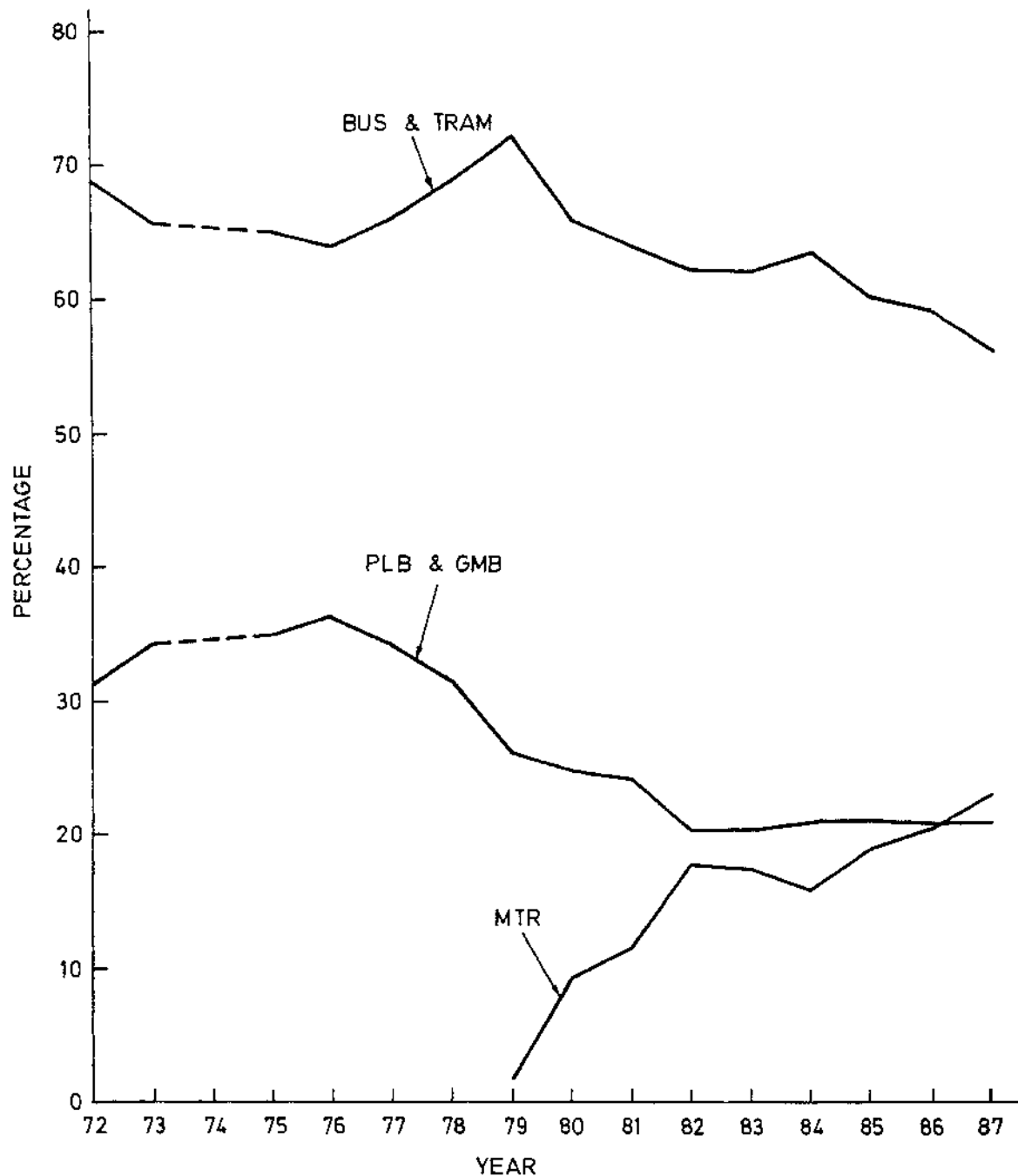
- NOTES 1 NO PLB SURVEY IN 1974 FIGURE OBTAINED BY INTERPOLATION
 2 GMB FIGURES WERE BASED ON RETURNS FROM OPERATORS
 3 PLB FIGURES WERE BASED ON EXPANSION FROM 16-HOUR OBSERVATION

Study PUBLIC LIGHT BUS AND GREEN MINI BUS OPERATIONS
 1987

Scale AS SHOWN

Title CHANGES OF DAILY (24-HOUR) PASSENGER
 VOLUMES CARRIED BY MAJOR PUBLIC
 TRANSPORTS

Figure No
FIG. 12a



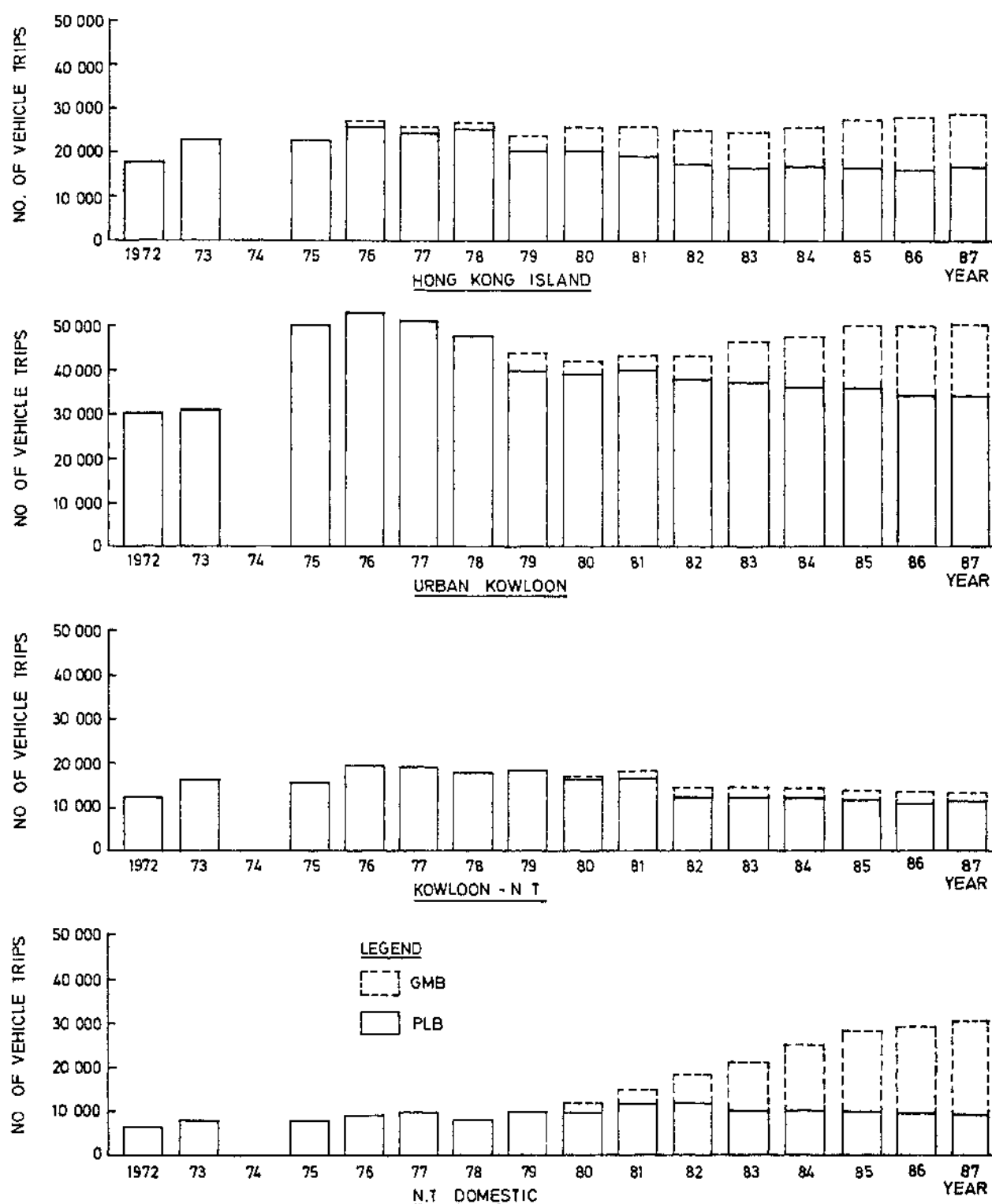
- NOTES
- 1 NO PLB SURVEY IN 1974 FIGURE OBTAINED BY INTERPOLATION
 - 2 GMB FIGURES WERE BASED ON RETURNS FROM OPERATORS
 - 3 PLB FIGURES WERE BASED ON EXPANSION FROM 16-HOUR OBSERVATION

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1987

Scale AS SHOWN

Title CHANGES OF PROPORTIONAL SHARES OF
PASSENGERS CARRIED BY MAJOR
PUBLIC TRANSPORTS

Figure No
FIG. 12b



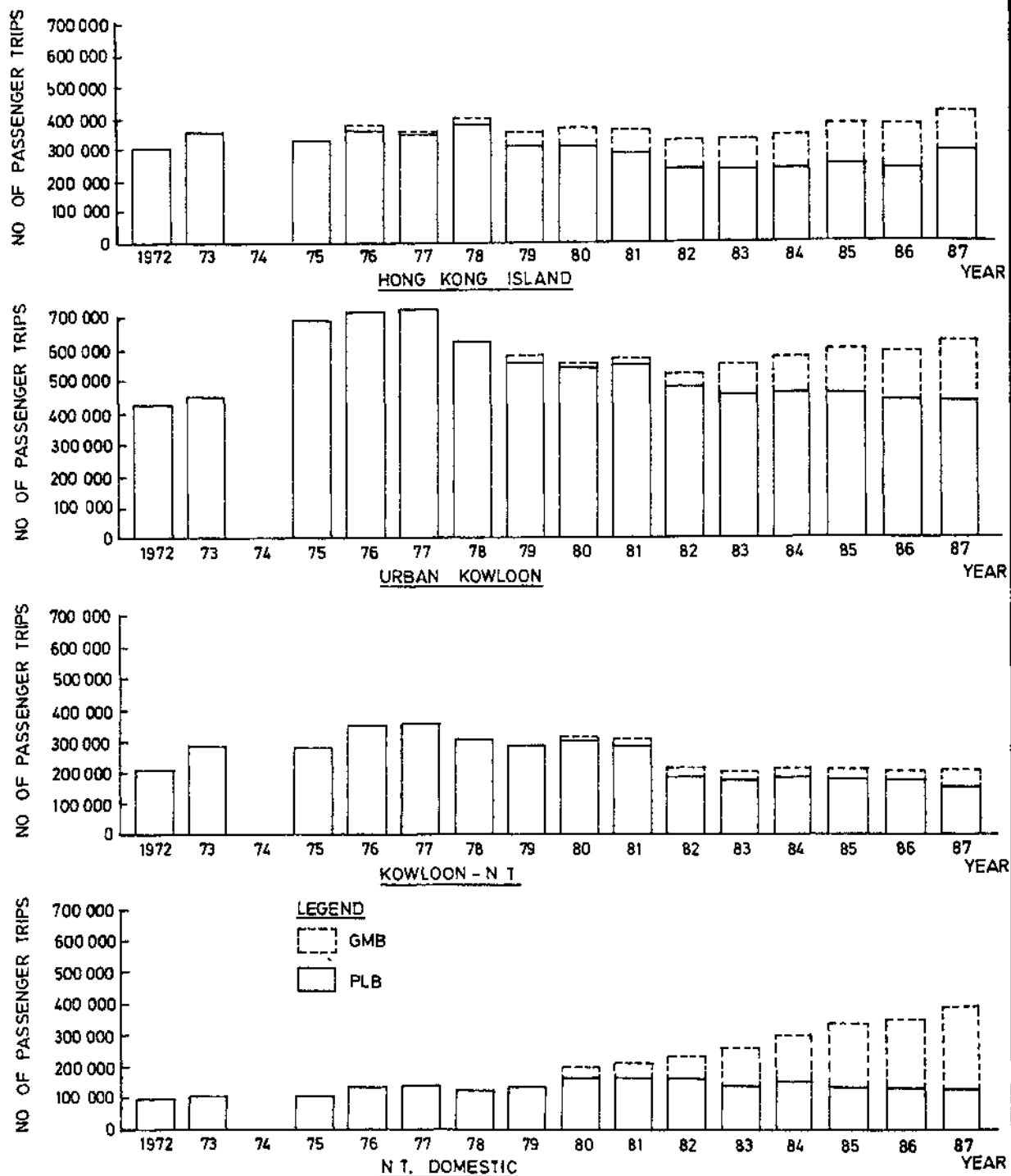
NOTE: NO PLB SURVEY IN 1974

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Scale
AS SHOWN

Title
CHANGES OF PLB AND GMB DAILY(16-HOUR)
VEHICLE TRIPS BY AREA

Figure No
FIG. 13a



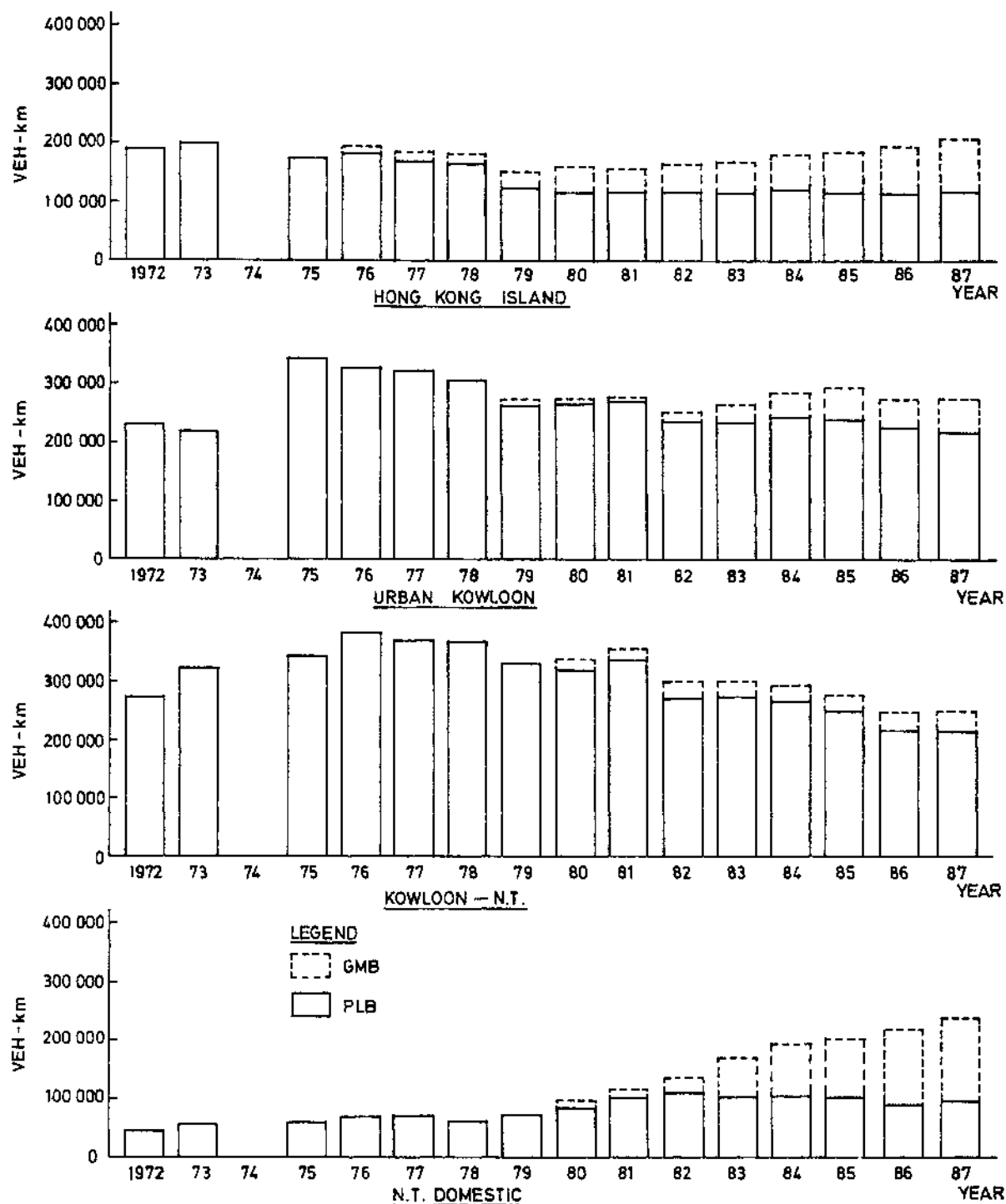
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Title CHANGES OF PLB AND GMB DAILY (24-HOUR)
PASSENGER TRIPS BY AREA

Figure No
FIG. 13b



NOTES: 1. NO PLB SURVEY IN 1974

2. GMB FIGURES WERE BASED ON RETURNS FROM OPERATORS.

3. PLB FIGURES WERE BASED ON EXPANSION FROM 16 HOUR OBSERVATION

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Title CHANGES OF PLB AND GMB DAILY (24-HOUR)
VEHICLE-KILOMETRAGE BY AREA

Figure No
FIG. 13c





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