

Minutes of the Second Meeting of Traffic and Transport Committee
under Yuen Long District Council in 2025

Date: 29 April 2025 (Tuesday)

Time: 2:30 p.m. to 6:00 p.m.

Venue Conference Room, Yuen Long District Council, 13/F., Yuen Long
Government Offices, 2 Kiu Lok Square, Yuen Long

Present

Chairman : Mr CHING Chan-ming
Vice Chairman : Ms MA Shuk-yin
Members : Mr MAN Ka-ho, Donald, JP
Mr WONG Hiu-shan
Mr SZE TO Chun-hin
Ms HO Hiu-man
Mr LI Kai-lap, Riben
Ms LI Ching-yee
Mr LAM Chung-yin
Mr LAM Wai-ming
Ms LAM Wai-ming
Mr YIU Kwok-wai, MH
Mr SEI Chun-hing
Mr CHUI Kwan-siu
Mr TSUI Wai-ngo
Ms YUEN Man-yee, MH
Mr CHEUNG Wai-sum
Mr LEUNG Ming-kin
Mr LEUNG Yip-pang
Mr KWOK Wing-cheong
Ms CHAN Yin-kwan, Yankie
Mr CHAM Ka-hung, Daniel, BBS, MH, JP
Mr TONG Tak-chun
Mr WONG Yuen-tai, MH
Mr WONG Siu-chung
Mr WONG Wing-ho, Allan
Ms LAU Kwai-yung

Co-opted Members : Ms LAI Yuet-kwan, Fennie
 Mr SO Yuen
 Mr WONG Wai-shun, MH
 Ms YAU Tai-tai, BBS, MH
 Mr TSANG Ka-yiu
 Mr TANG Ngar-lok

Secretary : Miss LAI Hiu-tung, Leanna Executive Officer
 (District Council) 2,
 Yuen Long District Office

In Attendance

Mr TSANG Churn, Roy	Assistant District Officer (Yuen Long) 2
Mr CHEUNG Ho-man	Administrative Assistant/Lands (District Lands Office, Yuen Long), Lands Department
Mr PANG Che-wai	District Operations Officer (Yuen Long), Hong Kong Police Force
Mr LEUNG Wai-yip	Officer-in-charge, District Traffic Team (Yuen Long), Hong Kong Police Force
Miss SIU Ka-yan, Catherine	Senior Transport Officer/Yuen Long 1, Transport Department
Miss TSANG Man-wai, Isabel	Senior Transport Officer/Yuen Long 2, Transport Department
Mr NG Wing-kai, Forrest	Engineer/Yuen Long West 1, Transport Department
Miss FOK Sze-man, Grace	Engineer/Yuen Long West 2, Transport Department
Ms CHAN Sai-tung	Engineer/Yuen Long Central, Transport Department
Mr CAI Hao, Phil	Engineer/Yuen Long East, Transport Department
Mr IP Chi-wai	Engineer/Yuen Long South, Transport Department
Mr MA Yik-kau, Victor	Engineer/Boundary 2, Transport Department
Mr HON Ho-ting, Louis	Engineer/Special Duties 2, Transport Department

Ms LO Pui-u	District Engineer/General (5), Highways Department
Mr CHOI Kin-man	District Engineer/Yuen Long (East), Highways Department
Ms CHAN Belinda Patricia	Assistant District Engineer/Yuen Long (West), Highways Department

Item II

Ms FOK Ka-lai	Chief Engineer/NMR(2), Highways Department
Mr KWOK Hiu-fung, Derek	Senior Engineer/RS(16), Highways Department
Ms LEUNG Ping-yiu, Stella	Senior Engineer/NM(13), Highways Department
Mr LI Bryan	Engineer/NM(8), Highways Department

Item III

Mr KO Wai-lok, Zac	Transport Officer/Bus/ New Territories North West, Transport Department
Mr Brian NG	Manager (Planning), Citybus Limited
Mr Clarence CHAN	Operations Manager (Kowloon & New Territories), Citybus Limited
Ms Miko KWOK	Senior Corporate Communications Officer, Citybus Limited
Mr Jack TSE	Planning Officer, Citybus Limited
Mr Peter CHU	Senior Manager (Operations and Administration), New Lantao Bus Company (1973) Limited

Item IV

Mr TAM Tsz-ho, Tony	Engineer/27 (W), Civil Engineering and Development Department
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Item III and IV

Mr WAI Wing-chun, Vincent	Senior Transport Officer/Bus/New Territories North West, Transport Department
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Mr Tim WONG	Manager, Operations, The Kowloon Motor Bus Co. (1933) Ltd
Mr Leo CHAU	Assistant Manager, Public Affairs, The Kowloon Motor Bus Co. (1933) Ltd
Mr Desmond TANG	Assistant Manager, Operations Support, The Kowloon Motor Bus Co. (1933) Ltd

Item V

Mr YUEN Chi-lap	Senior Engineer/Transport Services A, Electrical & Mechanical Services Department
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Opening Remarks

The Chairman welcomed Members and department representatives to the second meeting of the Traffic and Transport Committee (“T&TC”) under the Yuen Long District Council (“YLDC”) in 2025.

2. The Chairman welcomed Miss Isabel TSANG, Senior Transport Officer/Yuen Long 2 of the Transport Department (“TD”), and Ms LO Pui-u, District Engineer/General (5) of the Highways Department (“HyD”), for attending the meeting for the first time to respectively take over the duties of Ms CHUNG Man, Emily and Mr CHU Kim-fung, Jimmy, and expressed gratitude to Ms Emily CHUNG and Mr Jimmy CHU for their past contributions to assisting the work of the T&TC.

Item I: Confirmation of minutes of the first meeting of the Traffic and Transport Committee (“T&TC”) in 2025 held on 25 February 2025

3. Members unanimously confirmed the minutes of the first meeting of the T&TC in 2025 held on 25 February 2025.

Discussion Items:

**Item II: Hong Kong Section of Hong Kong–Shenzhen Western Rail Link
(Hung Shui Kiu–Qianhai) – Investigation and Design
(T&TC Paper No. 21/2025)**

4. The Chairman referred Members to Paper No. 21 and welcomed the following representative of the HyD to join the meeting.

Chief Engineer/NMR(2)	<u>Ms FOK Ka-lai</u>
Senior Engineer/RS(16)	<u>Mr Derek KWOK</u>
Senior Engineer/NM(13)	<u>Ms Stella LEUNG</u>
Engineer/NM(8)	<u>Mr LI Bryan</u>

5. Ms FOK Ka-lai and Mr Derek KWOK of the HyD briefly introduced the Paper.

6. Members' views and enquiries upon discussion were summarised as follows:

- (1) Members supported the construction of Hong Kong–Shenzhen Western Rail Link (Hung Shui Kiu–Qianhai) (“Hong Kong–Shenzhen Western Rail Link”) and hoped that the Government would carry out the works as soon as possible to further enhance the mutual access between the Mainland and Hong Kong and complement the development of the Northern Metropolis;
- (2) Members raised enquiries regarding various aspects of the Hong Kong–Shenzhen Western Rail Link project, including the estimated construction cost and the cost-sharing ratio between the two Governments, the tender arrangements, the details of the proposed “co-location” arrangements, the impact of the project on the construction of Hung Shui Kiu Station on Tuen Ma Line, the interchange and connection arrangements with Tuen Ma Line, whether the topsides of the stations along the rail link would be developed into public facilities or residential properties, and whether the rail link project would proceed concurrently with the development of the Lau Fau Shan Digital Technology Hub;

- (3) Considering that the Hung Shui Kiu Station on Hong Kong–Shenzhen Western Rail Link would be connected to the Hung Shui Kiu Station on Tuen Ma Line, Members expressed concern on Tuen Ma Line’s capacity to cope with the future increases in passenger volume. Therefore, Members suggested enhancing the capacity of Tuen Ma Line and constructing new railway lines for diversion purposes;
- (4) Members proposed building large smart carparks and cycle parking areas at the major stations of Hong Kong–Shenzhen Western Rail Link to facilitate passenger interchange and provide charging facilities for electric vehicles;
- (5) Members suggested strengthening the ancillary transport facilities between Hong Kong–Shenzhen Western Rail Link and its surrounding communities, including the transportation link to and from Tin Shui Wai North; and
- (6) Members noticed that the Development Bureau had previously announced the plan to develop Tsim Bei Tsui and Pak Nai into eco-tourism nodes. Therefore, they enquired whether the Hong Kong–Shenzhen Western Rail Link project would affect the relevant development, and suggested installing cycle parking areas at Lau Fau Shan Station to support eco-tourism development. Some Members also expressed concern on the environmental impact of the project on oyster rafts and asked for information on mitigation measures.

7. A consolidated reply provided by Ms FOK Ka-lai of the HyD was as follows:

- (1) The Department planned to tender and commence the works in 2027/28, aiming to open Hong Kong–Shenzhen Western Rail Link by 2035. The Hong Kong and Shenzhen Governments had reached a consensus to carry out construction simultaneously and to leverage the advantages of both construction models to accelerate the project;
- (2) Regarding the costs of the project, the Department hoped to make good use of mainland resources to minimise the construction costs and shorten

the construction timeline. The Department would apply to the Legislative Council for funding and initiate the investigation and design work immediately after the funding application was approved. At that time, the Department would conduct detailed financial analysis and design to estimate the costs;

- (3) In terms of tender arrangements, since Hong Kong–Shenzhen Western Rail Link was not an extension of existing lines, the Government had the room to carry out open tenders to introduce competition and innovative approaches, thereby enhancing railway services in Hong Kong;
- (4) Regarding the “co-location” arrangements, Hong Kong and Shenzhen had agreed to establish a “co-location” port on the Shenzhen side, and both governments would study and discuss the detailed arrangements. She believed that Shenzhen would take into consideration the current flow of inbound and outbound passengers at Shenzhen Bay Port while designing the new port, and that it would inform the public in due course after finalising the arrangements;
- (5) Hong Kong–Shenzhen Western Rail Link was positioned as a cross-boundary rail link that also served local residents. It was estimated that cross-boundary passengers would account for 80% of the total passenger flow, with cross-boundary business travellers mainly traveling to the Hung Shui Kiu / Ha Tsuen New Development Area or the Northern Metropolis. And it was anticipated that cross-boundary tourists would not set out during the busiest hours of Tuen Ma Line. The remaining 20% of passengers were expected to be local residents who would travel to the Hung Shui Kiu Station on Tuen Ma Line via other transportation modes. As a result, the Department expected that Hong Kong–Shenzhen Western Rail Link would not have a significant impact on Tuen Ma Line. At the same time, the Government noted residents’ concerns on the current high carrying pressure of Tuen Ma Line. According to the overall planning of the Hong Kong Major Transport Infrastructure Development Blueprint, a central rail link would be added, which would start from Kam Sheung Road and be extended to Kowloon, to divert passengers from Tuen Ma Line. In the long run, this would help alleviate congestion on Tuen Ma Line;

- (6) The Hung Shui Kiu Station on Hong Kong–Shenzhen Western Rail Link would be constructed underground. The Department would proceed with the preliminary station design in the next phase, which included the design of a connection part with the Hung Shui Kiu Station on Tuen Ma Line situated on a viaduct, aiming to facilitate easy transfer for passengers;
- (7) Regarding the ancillary transport facilities of stations, the Department would conduct a traffic impact assessment to estimate pedestrian and traffic flow. While planning related parking spaces for the Hung Shui Kiu / Ha Tsuen New Development Area, the Government had already taken into consideration the Hong Kong–Shenzhen Western Rail Link project. And the Department would carry out a traffic impact assessment in the next phase of the Hong Kong–Shenzhen Western Rail Link project, during which the number of parking spaces needed would be studied;
- (8) Regarding the transportation connection with Tin Shui Wai North, the Smart and Green Mass Transit System in the Hung Shui Kiu / Ha Tsuen and Yuen Long South New Development Areas project of the Civil Engineering and Development Department (“CEDD”) would include shuttle services between Tin Shui Wai and the Hung Shui Kiu Station on Hong Kong–Shenzhen Western Rail Link; and
- (9) The Department would carry out an environmental impact assessment for the project and consulted the YLDC in a timely manner. And to reduce the impact of the works on the ecology of Deep Bay, the Department planned to use tunnel boring machines to construct the cross-harbour tunnel of Deep Bay.

8. The Chairman concluded that the Hong Kong–Shenzhen Western Rail Link project had a significant impact on the development of Yuen Long District. If necessary, the T&TC could convene a special meeting to discuss the project further.

**Item III: Bus Route Planning Programme 2025-2026 of Yuen Long District
(T&TC Paper No. 17/2025)**

9. The Chairman referred Members to Paper No. 17 and welcomed the following participants to join the meeting.

TD:

Senior Transport Officer/Bus/New Territories
North West Mr Vincent WAI

Transport Officer/Bus/ New Territories North
West Mr Zac KO

Citybus Limited (“Citybus”):

Manager (Planning) Mr Brian NG

Operations Manager (Kowloon &
New Territories) Mr Clarence CHAN

Senior Corporate Communications Officer Ms Miko KWOK

Planning Office Mr Jack TSE

The Kowloon Motor Bus Co. (1933) Ltd (“KMB”)

Manager, Operations Mr Tim WONG

Assistant Manager, Public Affairs Mr Leo CHAU

Assistant Manager, Operations Support Mr Desmond TANG

New Lantao Bus Company (1973) Limited (“NLB”):

Senior Manager (Operations and
Administration) Mr Peter CHU

10. Mr Vincent WAI of the TD briefly introduced the Paper.

11. Members’ views and enquiries upon discussion were summarised as follows:
 - (1) Members thought that considering the current limited space of the bus stop on Ma Wang Road, it could not serve as the terminus for multiple bus routes simultaneously. Therefore, they suggested that in the future, the terminus for KMB Route No. 268P be relocated to the Public Transport Interchange at Long Bin, with the route remaining the same;
 - (2) Members supported the Department’s proposal to reroute Routes No.

268P and 269S via Central Kowloon Route, and suggested that passengers should be informed that buses on these two routes would no longer pass through Wong Tai Sin Station after route revision. Regarding Route No. 269S, Members suggested that the operator remind passengers that some trips would not pass through Tin Shui Wai North;

- (3) Members noted the Department's proposal to shorten the route of Route No. 268M and end it at Tai Lam Tunnel Bus Interchange after 9 a.m. due to decreased passenger volume, and then the services provided by this route should be circular trip services. Some Members supported the proposal but suggested increasing the frequency of the trips of this route and routing the buses through Kam Sheung Road (instead of Kam Ho Road), while other Members preferred to retain the original route all day and increase the frequency and pointed out that the proposed changes would increase passenger flow at Tai Lam Tunnel Bus Interchange;
- (4) Members supported the introduction of Route No. XB2 to divert passengers and suggested increasing the frequency of its trips;
- (5) Regarding the proposal to introduce a bus service to and from Kwu Tung North and Tin Shui Wai Town Centre in 2026, Members hoped that the route would cover Tin Shui Estate and Tin Chung Court, which had larger populations;
- (6) Members welcomed KMB to regularise the services of Route No. 264R (and change the name of this route to Route No. 264X). Considering that the first departure from Tai Po was at 7:15 a.m., Members suggested that KMB advance the departure time of the first trip from Tin Yiu accordingly and extend the route to Hong Kong Science Park to facilitate residents commuting to work. Regarding the route arrangements, Members suggested adding a stop at Tin Tsz Estate along the route (Tai Po bound) and a stop at Yiu Fung House (Tin Shui Wai bound). Since the buses on this route also passed through Tin Shui Wai and Yuen Long, Members suggested that KMB should review the need for route splitting based on actual circumstances;
- (7) Members noted that KMB proposed to reallocate some resources from Route No. 64K to strengthen the services of Route No. 264X. However,

even after the enhancement, the fare income for Route No. 264X would remain lower than that of the current Route No. 264R, while the fare income for Route No. 64K did not decrease proportionally despite the reduction in trips. Some Members believed that the actual passenger volume on Route No. 64K was greater than the figures shown in the Paper, and therefore they suggested maintaining the original frequency;

- (8) Members supported rerouting Route No. 69 via Castle Peak Road - Yuen Long. However, since buses on this route would no longer pass through the stop Tai Kiu Tsuen, they pointed out the need to remind passengers to transfer to Tuen Ma Line from other routes. Some Members also suggested adding a stop at Yuen Long or Yoho Mall, as well as increasing the frequency of trips during non-peak hours. Besides, some Members expressed concern on the potential impact of the traffic congestion of Castle Peak Road on the bus services after the rerouting, and pointed out that there were often traffic accidents at the junction where vehicles turned from On Lok Road into Po Yip Street. Therefore, they suggested that buses on this route should pass through Yoho Mall to turn into Chung Sing School;
- (9) Members appreciated the efforts of KMB to offer all-day services to and from Tai Lam Tunnel Bus Interchange for the residents of Tin Shui Wai North with Route No. 269M. They also suggested increasing the frequency of the trips of Route No. 265M and considering route optimisation or splitting to better serve residents in Tin Shui Wai South and North;
- (10) Members welcomed the Department's proposal to bring forward the service time of Route No. 967X. Regarding Citybus's arrangement to add a stop at Tin Tsz Estate for Route Nos. 967X and 967 in response to passenger demand, they thought that the bus company should strike a balance between adding a stop and maintaining reasonable travel times;
- (11) Members opposed the cancellation of the services of Route No. 969A. If this route could not be retained, they suggested adding special trips to Tin Shui Wai North during peak hours;
- (12) Regarding the Department's proposal to omit the stops along the road

section from Lam Tei to Hung Shui Kiu of Route No. 960A for its low loading of 39%, Members asked KMB to provide detailed information on the loading;

- (13) Members suggested various improvements for bus services in Yuen Long District that were not mentioned in the Paper, including following up on the interchange discounts for passengers transferring from Tai Lam Tunnel Bus Interchange to Route Nos. 251A and 251B to go to Tin Shui Wai, introducing section fares for Route No. 68E, regularising the special departures of Route No. 269D that departed from Tin Shui Wai and headed towards Sha Tin directly, splitting Route No. B1, improving bus services from Tin Shui Wai to Tuen Mun, strengthening Route No. SP12 from Kai Tak Sports Park to Yuen Long, increasing the frequency of the special departures of Route No. 77K to Tai Lam Tunnel Bus Interchange in the mornings, etc.; and
- (14) Members enquired about the bus fares following the implementation of the new tolls at Tai Lam Tunnel.

12. Mr Vincent WAI of the TD responded that the Department noted Members' opinions on the various routes under the Route Planning Programme of Yuen Long District and he would provide supplementary information regarding Members' enquiries after the meeting.

(Post-meeting note: The Secretariat forwarded the written replies submitted by the TD, NLB, Citybus, and KMB regarding Members' opinions to the T&TC on 27 May 2025.)

13. The Chairman concluded by requesting the relevant departments and operators to actively think about Members' opinions on the Route Planning Programme, study the feasibility of the various suggestions and provide explanations for any suggestion that could not be accepted so that Members could communicate these to residents. If necessary, Members could continue the discussion on the relevant item in meetings of the Working Group on Mass Transit Services.

Matter Arising:

Item IV: Mr SZE TO Chun-hin, Mr TONG Tak-chun, Mr LAM Wai-ming, Ms LAM Wai-ming, Ms LAI Yuet-kwan, Fennie, Mr LEUNG Yip-pang, Mr SO Yuen and Ms MA Shuk-yin proposed a discussion on “Conditions at various boundary control points connecting Yuen Long District during festive periods” (T&TC Paper No. 11/2025)

14. The Chairman welcomed Mr Tony TAM, Engineer/27(W) of the CEDD, to join the meeting and to briefly introduce the progress of works in the vicinity of Lok Ma Chau.

15. Members’ views and enquiries upon discussion were summarised as follows:

- (1) Members reported that the residents of Tin Shui Wai hoped to split Route No. B1 into two separate routes connecting Yuen Long and Tin Shui Wai to Lok Ma Chau. However, the TD said that the limited space of the pick-up and drop-off area at Lok Ma Chau Spur Line Public Transport Interchange currently restricted the feasibility of splitting Route No. B1. In this regard, Members enquired whether space had been reserved at the newly constructed elevated public transport interchange (elevated interchange) at Lok Ma Chau Spur Line Control Point for taxi pick-up and drop-off to free up ground space for the pick-up and drop-off area of buses;
- (2) Members noted that the TD said that in the future, designated pick-up and drop-off space might need to be reserved at the elevated interchange for personnel from Hetao Co-operation Zone to use shuttle services. Members hoped that the authorities would strike a balance between meeting the operational needs of Hetao Co-operation Zone and reserving sufficient space for the pick-up and drop-off points of public transportation;
- (3) Members enquired about the ancillary transport facilities for Lok Ma Chau Road southbound toward Fanling / San Tin Highway;
- (4) Members enquired about the transportation arrangements for the public to travel to Loop area;

- (5) Members reported that during the Easter holiday, buses on KMB Route Nos. 276, B1 and B2P were already at full capacity at their departure termini. Besides, Members enquired about the number of passengers boarding and alighting buses on Route No. B1 in Tin Shui Wai and Yuen Long;
- (6) Members enquired about the measures taken to address the flow of inbound and outbound passengers during long holidays, inbound and outbound passenger statistics during the Easter holiday, as well as the TD's plans for managing inbound and outbound movement during the Labour Day holiday, for example, whether there would be any special departure to strengthen public transportation to and from Tin Shui Wai North; and
- (7) Members reported that on the first morning of the Easter holiday, Shenzhen Bay Bridge experienced severe congestion until the afternoon. As a result, Members hoped that relevant departments could better manage the traffic on Shenzhen Bay Bridge.

16. A consolidated reply provided by Mr Tony TAM of the CEDD was as follows:

- (1) The elevated public transport interchange at Lok Ma Chau Spur Line Control Point was equipped with hardware facilities that could allow it to accommodate various types of vehicles. However, its actual usage arrangements were yet to be finalised by relevant policy bureaux;
- (2) The Department was constructing a viaduct for Lok Ma Chau Road southbound toward Fanling / San Tin Highway, which was expected to be completed by the end of this year to alleviate southbound traffic flow; and
- (3) The Department was planning an eastern connecting road to link with the road network of Kwu Tung North New Development Area, and it was expected to be completed before the end of 2031.

17. A consolidated reply provided by Ms Isabel TSANG of the TD was as follows:

- (1) Due to geographical constraints, Lok Ma Chau Spur Line Public Transport Interchange could only serve as the terminus for Route No. B1 and New Territories green minibuses Route No. 75. The remaining space was used for taxi and school bus passenger pick-up and drop-off. Besides, the CEDD's construction work and various temporary traffic control measures implemented there further limited the available space;
- (2) The TD planned to review the available passenger pick-up and drop-off space for public transport services after the CEDD's construction work was completed, and it would make improvements to the services based on the actual circumstances, including re-examining the feasibility of splitting Route No. B1. As for the newly constructed elevated interchange, its usage and space allocation were pending finalisation by policy bureaux. To facilitate future commuting needs for personnel in Hetao Co-operation Zone, it was also necessary to reserve a passenger pick-up and drop-off area at the interchange to provide appropriate shuttle services; and
- (3) As usual, the Department had put in place special traffic and transportation measures during the Easter holiday, including consulting ahead with the police and public transport operators to strengthen public transportation services and crowd management based on the projected passenger volume. The Department would also continuously monitor traffic and crowd conditions in real-time by mobile CCTV and on-site investigations. During this period, the Department would maintain close communication with enforcement departments and operators on both the Hong Kong and Shenzhen sides to strengthen public transport services in response to passenger needs and alleviate congestion at control points. The Department would continue implementing relevant special arrangements during the upcoming Labour Day holiday, and it noted Members' opinions on public transportation services during the Easter holiday and would make adjustments as needed.

18. A consolidated reply provided by Mr Desmond TANG of the KMB was as follows:

- (1) During the Easter holiday, KMB had enhanced the services of Route No. B1 in response to passenger demand. It had also dispatched staff to key stops, for example, Yuen Long MTR Station, to monitor bus services, manage passenger flow and maintain order, ensuring that the overall service roughly met the needs. KMB would continue monitoring passenger flow during the Labour Day holiday and strengthen services accordingly; and
- (2) In response to Members' suggestion to strengthen services between Tin Shui Wai and control points, KMB kept an open mind and would actively discuss with the TD.

19. The Chairman concluded by requesting the CEDD and the TD to report to the YLDC in a timely manner on the utilisation of the facilities at Lok Ma Chau Spur Line Public Transport Interchange in the future.

Questions raised by Members:

Item V: Mr CHAM Ka-hung, Daniel proposed a discussion on “Follow-up on the progress of traffic signal adjustment works at the pedestrian crossing on Tin Shui Road, Tin Shui Wai”

Item VI: Mr MAN Ka-ho, Donald proposed a discussion on “Improving pedestrian crossing safety around San Tam Road, San Tin”

Item VII: Mr KWOK Wing-cheong, Mr CHUI Kwan-siu, Mr LEUNG Yip-pang, Ms LI Ching-yee and Mr TSANG Ka-yiu proposed a discussion on “Proposal to provide warning signs and speed enforcement cameras at busy pedestrian crossings on rural road sections”

(T&TC Paper Nos. 22/2025 to 24/2025)

20. The Chairman said that as Items V to VII were all related to pedestrian crossing facilities, they would be discussed together. He referred Members to Paper Nos. 22 to 24 and the written replies submitted by various departments. He also welcomed Mr YUEN Chi-lap, Senior Engineer/Transport Services A of the Electrical & Mechanical Services Department (“EMSD”), to join the meeting.

21. Members' views and enquiries on the items were summarised as follows:
- (1) Members followed up on the traffic signal adjustment works at the pedestrian crossing on Tin Shui Road, Tin Shui Wai, and pointed out that it had been over a year since the on-site inspection conducted with the TD in April 2024 to implement the works. Therefore, Members expressed concern on whether the Department could complete the works as scheduled in the third quarter of this year;
 - (2) Regarding the related works on San Tam Road, Members enquired about the timetable for the construction of dropped kerbs on San Tam Road near San Tin Highway. Besides, some Member suggested the installation of traffic lights on this road section to improve pedestrian crossing safety. And some Member enquired about the progress of the traffic survey conducted by the TD regarding San Tam Road near Fung Kat Heung Road;
 - (3) Due to potential changes in crossing arrangements during the road works, Members hoped that relevant departments would set up traffic signs to alert pedestrians to the temporary traffic arrangements;
 - (4) Members said that there were safety hazards on various rural roads. For example, traffic accidents once occurred on various road sections from Red Brick House, Kam Tin, Kam Sheung Road Fuel Station, Pok Oi Kong Ha Wai Village and Sheung Tsuen to Lin Fa Tei. Therefore, Members suggested adding traffic signs to remind drivers of pedestrian crossings ahead and installing speed monitoring devices to enhance deterrence against speed driving;
 - (5) Members reported that although most sections of Kam Sheung Road were equipped with double white lines to remind drivers not to cross the lines, there were still many vehicles illegally overtaking by crossing the lines. Besides, Members believed that the inadequate lay-bys on Kam Sheung Road led to refuse collection vehicles often occupying carriageways in the mornings for collection, causing traffic congestion; and
 - (6) Members said that speeding vehicles were observed on Kam Sheung Road

around Noble Park from time to time, and they had previously suggested that the TD convert the roadside flower beds into walkways. Members had conducted an on-site inspection with the Department in 2024 and hoped that the Department would actively follow up on this matter and install speed enforcement cameras on this road section.

22. A consolidated reply provided by Ms FOK Sze-man, Mr Victor MA and Mr Phil CAI was as follows:

- (1) Regarding the traffic signal adjustment works at the pedestrian crossing on Tin Shui Road, Tin Shui Wai, the Department had issued works request forms to relevant works departments, with the works scheduled for completion in November 2024. Besides, the Department had completed the traffic light programming in August of the same year, and it had been coordinating with other departments. In mid-April 2025, the Department received the temporary traffic arrangement plan submitted by the HyD, and it had put forward opinions on enhancing road safety on the same day. The Department hoped that the works would be completed as soon as possible;
- (2) Regarding the construction of dropped kerbs on San Tam Road near San Tin Highway, the Department was formulating relevant designs, and it would issue works request forms to the HyD afterward. The TD noted that the CEDD would carry out related works for San Tin Technopole at this location and it would maintain communication with the CEDD. Regarding the suggestion to add traffic lights, the Department needed to take various factors into consideration, including pedestrian and vehicle flow at specific locations. For example, in areas with less foot traffic, adding traffic lights could cause unnecessary delays for vehicles and pedestrians. As for the travel survey conducted on San Tam Road near Fung Kat Heung Road, the Department would follow up on the results with individual Members after the meeting; and
- (3) Regarding Members' suggestion to add warning signs at busy pedestrian crossings in rural road sections, the pedestrian crossing facilities on Kam Sheung Road and Kam Tin Road already had corresponding traffic signs in place. The Department said that it would study ways to boost

warnings for drivers and pedestrians at the entrances of villages and other locations.

23. Ms CHAN Belinda Patricia of the HyD responded that the Department had provided assistance and implemented traffic arrangement measures for the traffic signal adjustment works at the pedestrian crossing on Tin Shui Road. The Department had recently submitted a temporary traffic arrangement plan to the TD and was currently revising it based on the TD's feedback. The works were expected to commence soon, with the aim of completing it within the third quarter of this year.

24. Mr YUEN Chi-lap of the Electrical and Mechanical Services Department responded that the Department was commissioned by the TD to maintain traffic light junctions and to carry out programming work. The Department received the final design for the traffic signal adjustment works at the pedestrian crossing on Tin Shui Road in February 2025. The programming had been completed, and the Department was waiting for notifications from the TD and the HyD regarding the implementation date of the temporary traffic arrangements. After that, the remaining procedures would be completed accordingly.

25. Mr PANG Che-wai of the Hong Kong Police Force ("HKPF") responded that if traffic control measures were needed for the traffic signal adjustment works on Tin Shui Road, the police would provide assistance. Besides, the Police District noted Members' suggestion to install speed enforcement cameras on Kam Sheung Road and Kam Tin Road (for example, near Kam Sheung Road Fuel Station), and the relevant opinion would be forwarded to the Traffic Branch Headquarters.

26. The Chairman concluded by requesting all the departments to complete the traffic signal adjustment works on Tin Shui Road as soon as possible.

**Item VIII: Mr LI Kai-lap, Riben, Mr LAM Wai-ming, Mr SZE TO Chun-hin, Mr SO Yuen, Mr TONG Tak-chun, Mr CHUI Kwan-siu, Mr CHEUNG Wai-sum and Ms LAM Wai-ming proposed a discussion on “Enhancing the planning and alignment of Northern Metropolis Highway”
(T&TC Paper No. 25/2025)**

27. The Chairman referred Members to Paper No. 25 and the consolidated written reply from the HyD and the TD.

28. Members’ views and enquiries on the item were summarised as follows:

- (1) Members suggested extending Northern Metropolis Highway eastward to Sha Tau Kok and Hung Shui Kiu Development Area, and to connect it to Lam Tei Interchange on the west side to enhance connectivity with Tuen Mun District. Besides, Members suggested that the Department consider routing Northern Metropolis Highway through Kung Um Shan to connect Pok Oi Interchange and Lam Tei.
- (2) Members noted that the written replies from the HyD and the TD indicated that the western end of Northern Metropolis Highway would be connected to main roads within Tin Shui Wai. They enquired about the relevant alignment and whether the design of the alignment needed to be adjusted as it passed through the Wetland Park area;
- (3) Members suggested constructing multiple large traffic interchanges along Northern Metropolis Highway to promote the overall development of Yuen Long District;
- (4) Members noted that the Government intended to build a new generation “Transport Interchange Hub” in a strategic location within the Northern Metropolis and enquired about the design concepts for the proposed “Transport Interchange Hub”;
- (5) Members thought that the development of Northern Metropolis Highway was particularly important for improving traffic conditions in Northwest New Territories. However, they believed that if the exploration and study work took more than two years, the overall progress of the works

might not be able to catch up with the population growth in the new development area. Therefore, Members suggested optimising the exploration and study process and constructing the works in phases to complete parts of the road as soon as possible, so that residents could enjoy the benefits earlier; and

- (6) Members noted that the HyD had previously agreed to reduce the exploration and study costs and accelerate the progress of the works. Therefore, they enquired about the latest developments.

29. Mr CHOI Kin-man of the HyD responded that the Department noted Members' opinions on the Northern Metropolis Highway project, and he would forward them to relevant groups for follow-up.

30. A consolidated reply provided by Mr Victor MA of the TD was as follows:

- (1) The HyD had commenced the exploration and study of Northern Metropolis Highway, and it would review the need to extend Northern Metropolis Highway or implement other road improvement works to meet the anticipated traffic demand of the relevant development area;
- (2) Regarding the proposed large-scale traffic interchange, the site was initially selected near the planned railway station within the new development area to facilitate residents' transfer to various public transportation modes; and
- (3) Normally, the Government would conduct traffic impact assessments for large development projects. Currently, it was also progressing several improvement projects for existing major roads and planning new infrastructure works, including the proposed Route 11 to connect North West New Territories with the urban area.

31. The Chairman concluded that if Members wished to put forward more opinions on the Northern Metropolis Highway project after the meeting, they could forward them to relevant departments through the Secretariat.

Item IX: Mr Daniel CHAM proposed a discussion on “Construction of a left-turn slip road at Pok Oi Roundabout to Yuen Long Town/YOHO Town without passing signalised junctions”

Item X: Ms HO Hiu-man, Mr WONG Hiu-shan, Mr WONG Wing-ho, Allan, Mr LAM Chung-yin and Mr WONG Siu-chung proposed a discussion on “Proposal to provide information about traffic lights and routes on the large traffic sign in front of Pok Oi Interchange” (T&TC Paper Nos. 26/2025 and 27/2025)

32. The Chairman said that as both Item IX and Item X were related to Pok Oi Interchange, they would be discussed together. He referred Members to Paper Nos. 26 to 27 and the written reply from the TD.

33. Members’ views and enquiries on the item were summarised as follows:

- (1) The congestion around Pok Oi Interchange had been alleviated after the traffic lights were activated. However, traffic queues still appeared during busy hours at Shap Pat Heung Interchange and Pok Oi Interchange. As various new development projects in the district were gradually implemented, Members suggested that the TD plan the construction of slip roads as early as possible to prepare for the increased traffic flow;
- (2) Members suggested constructing slip roads on government land near the Temporary Freshwater Fish Wholesale Market at Yuen Ching Road; and
- (3) The newly added traffic signs at Pok Oi Interchange following the activation of the traffic lights were all temporary. Members said that some drivers were still unfamiliar with the traffic changes at Pok Oi Interchange, which had previously led to traffic accidents during lane-cutting. Therefore, Members suggested installing permanent traffic signs to better remind drivers that there was a spiral roundabout ahead with traffic lights;

34. A consolidated reply provided by Mr Phil CAI of the TD was as follows:

- (1) The Department noted that Members suggested adding an exclusive left-turn lane at Pok Oi Interchange for Yuen Long Highway northbound.

However, a series of factors and technical feasibility needed to be taken into consideration;

- (2) The Department had no plan to remove the temporary traffic signs at Pok Oi Interchange in the short term, and it might extend the display of the temporary traffic signs as needed. Besides, temporary directional signs toward Kam Tin and Yuen Long Town would be added at the roundabout to help more drivers get familiar with the traffic changes at this location;
- (3) On the day when the traffic lights were activated, the HyD replaced the five large directional signs at the entrance of the roundabout to remind drivers to follow the rules for spiral roundabouts; and
- (4) In case of damage to the temporary traffic signs, the Department would commission the HyD to carry out repair and maintenance work.

35. The Chairman concluded that the TD was expected to explore the addition of a left-turn lane at Pok Oi Interchange, install permanent traffic signs for the newly activated traffic lights and review the road design to reduce traffic accidents.

Item XI: Mr SO Yuen, Ms MA Shuk-yin, Mr SZE TO Chun-hin, Mr TONG Tak-chun, Mr LAM Wai-ming, Ms Fennie LAI, Mr Riben LI and Ms LAM Wai-ming proposed a discussion on “Concern over the problem of modified electric wheelchairs travelling on roads in Yuen Long District”

**Item XII: Mr WONG Yuen-tai proposed a discussion on “Law enforcement against electric bicycles”
(T&TC Paper No. 29/2025)**

36. The Chairman said that as both Item XI and Item XII were related to the use of electric wheelchairs and electric mobility devices, they would be discussed together. He referred Members to Paper Nos. 28 to 29 and the written reply from the HKPF.

37. Members’ views and enquiries on the item were summarised as follows:

- (1) Members reported that the use of electric mobility devices was

widespread in the district, posing dangers to other road users. According to their observations, places where electric mobility devices were frequently seen included Hung Shui Kiu, Pat Heung, On Lok Road and Tai Tong Shan Road. Commonly used electric mobility devices included modified electric wheelchairs, some of which had footboards attached at the back to allow companions to stand or had cargo boxes installed for deliveries;

- (2) Members pointed out that water-filled barriers had been installed at Kung Um Road around Park Signature and La Grove due to the implementation of road improvement works, which affected road users' visibility and led to multiple traffic accidents involving electric bicycles and pedestrians or vehicles at this location. There had also been a "hit and run" incident in Tin Shui Wai where the driver involved was delivering takeout by driving an electric bicycle;
- (3) To regulate the use of electric wheelchairs, Members suggested adopting a licensing system similar to the one used for drones and implementing a licensing regime for electric wheelchairs, as well as controlling their speed and horsepower;
- (4) Members thought that due to the diverse and rapidly evolving styles of electric mobility devices and the difficulty for enforcement officers to prosecute residents using power assisted pedal cycles, enforcement work was made more challenging. In this regard, Members suggested that relevant departments improve regulations on electric mobility devices and establish a clear definition for such devices;
- (5) Regarding actual enforcement, Members understood that the police faced certain difficulties in carrying out the enforcement work and a significant number of human resources was required. However, due to the serious situation of illegal use of electric mobility devices in the district, Members hoped that the police would strengthen enforcement. Some Members suggested setting up barricades to stop and prosecute individuals who improperly used electric wheelchairs;
- (6) Members enquired about the police's summons arrangements against individuals improperly using electric mobility devices and suggested

increasing fines for individuals who improperly used such tools; and

- (7) Members noticed that delivery persons who delivered takeout with electric bicycles frequently passed through Tin Shui Wai Park. However, staff from the Leisure and Cultural Services Department (“LCSD”) found it difficult to stop them immediately. Therefore, they suggested that the police coordinate with the LCSD to take enforcement actions.

38. A consolidated reply provided by Mr PANG Che-wai of the HKPF was as follows:

- (1) Currently, the most commonly seen electric wheelchairs on the roads were traditional electric wheelchairs and manual wheelchairs fitted with electric wheels. The police would cite different legal provisions to address violations related to the two types of electric wheelchairs; and
- (2) If Members found instances of electric wheelchairs operating on the roads, they were welcome to provide information to the police to facilitate enforcement actions. Each police district would also arrange enforcement actions based on the various black spots raised by Members.

39. Mr IP Chi-wai of the TD responded that the Department noted Members’ opinions and would forward them to relevant groups for follow-up.

40. The Chairman concluded by requesting relevant departments to note the opinions raised by Members regarding the use of electric mobility devices in the district.

**Item XIII: Mr LEUNG Ming-kin proposed a discussion on “Proposal to install traffic black spot signs and implement improvement measures at the junctions of Tai Shu Ha Road East and Tai Shu Ha Road West with Tai Tong Road in Shap Pat Heung, Yuen Long”
(T&TC Paper No. 30/2025)**

41. The Chairman referred Members to Paper No. 30 and the written reply from the TD.

42. Members’ views and enquiries on the item were summarised as follows:

- (1) Members thought that the data on traffic accidents at the junctions of Tai Shu Ha Road East and Tai Shu Ha Road West with Tai Tong Road, as provided in the TD’s written reply, was lower than the actual figures. Therefore, Members suggested that the Department reconsider listing these locations as traffic black spots; and
- (2) Members suggested referring to the transverse yellow bar markings set in front of Hong Kong Adventist Hospital – Tsuen Wan and the toll booth of Tai Lam Tunnel and applying the same markings on relevant sections of Shap Pat Heung to remind drivers to slow down while entering Tai Tong Road, or providing speed bumps.

43. A consolidated reply provided by Mr IP Chi-wai of the TD was as follows:

- (1) The transverse yellow bar markings set in front of Hong Kong Adventist Hospital – Tsuen Wan were considered a special case. According to the current standards, transverse yellow bar markings were normally set on road sections where the speed limits would be reduced to remind drivers to slow down while entering, for example, on the exit ramps of highways;
- (2) For the road sections to which members had put forward suggestions, the Department would study improvement plans to reduce traffic accidents. Among these, the most practical in the short term was the addition of the “Slow” road marking to remind drivers to slow down; and
- (3) As adding speed bumps could cause other road problems, the Department

generally would not add speed bumps on public roads.

44. The Chairman concluded that drivers might not be familiar with the traffic conditions while exiting Tai Tong Road from Tai Shu Ha Road East and Tai Shu Ha Road West, which could easily lead to traffic accidents. Therefore, it was suggested that the TD add box markings at the relevant junctions.

Reports of government departments:

**Item XIV: Progress report from the Transport Department
(T&TC Paper No. 31/2025)**

45. The Chairman referred Members to Paper No. 31.

46. Members noted that Items 15 to 17 of the Paper listed bus and minibus services connecting the light public housing at Yau Pok Road. Members suggested increasing the frequency of these services. Besides, to assist the community in understanding traffic arrangements for large events, Members suggested that the TD include information on future public transport service arrangements for the next three months in their progress reports.

47. A consolidated reply provided by Ms Catherine SIU of the TD was as follows:

- (1) The intake for the Light Public Housing project at Yau Pok Road would commence gradually in late March 2025. Currently, regarding the bus services there, relevant buses departed every 30 minutes, which could roughly meet passenger demand. Nonetheless, the Department would maintain close contact with public transport operators and the Housing Bureau to monitor passenger needs and consider enhancing the services in response to actual circumstances; and
- (2) Generally, the Department and public transport operators would announce service details and implementation dates to the public after finalising the service specifics. The Department noted Members' opinions on the content of the report and it would explore ways to optimise it.

48. In his conclusion, the Chairman requested the TD to note Members' opinions.

**Item XV: Progress report from the Highways Department
(T&TC Paper No. 32/2025)**

49. The Chairman referred Members to Paper No. 32.

50. Members' views and enquiries on the item were summarised as follows:

- (1) Members enquired about the works programmes for the "Provision of Pedestrian Crossing Facilities on Shap Pat Heung Road near La Grove" (Item 4 of the Paper), the "Provision of Pedestrian Crossing Facilities on Tai Tong Road near Hung Tso Tin Tsuen (Item 8 of the Paper) and the "Provision of Pedestrian Crossing Facilities at the Intersection of Tai Tong Road and Kiu Hing Road" (Item 10 of the Paper). Members hoped that the Department would speed up the construction of pedestrian crossing facilities to avoid traffic accidents;
- (2) As the "Provision of Pedestrian Crossing Facilities at the Intersection of Hong Yip Street, Po Yip Street and Tak Yip Street" (Item 5 of the Paper) involving the narrowing of the existing four-lane carriageway to a two-lane carriageway, Members suggested that the Department provide more notifications to drivers during the initial phase of the pedestrian crossing facilities' activation;
- (3) Members appreciated that the HyD had completed the "Improvement Works for the Pedestrian Crossing Facilities on Sau Fu Street" (Item 15 of the Paper) on schedule, and thanked the Department for following up on the "Road Improvement Arrangements around Fuk Hi Street and Long Ping Road"; and
- (4) Members enquired about the detailed works location, works period and impact on residents of the "Improvement Works for the Pedestrian Crossing Facilities at the Intersection of Tin Shui Road and Tin Tan Street"

(Item 21 of the Paper);

- (5) Members previously suggested adding a right-turning intersection outside Grand Mayfair on Kam Ho Road and had conducted an on-site inspection with the TD. They asked the relevant department to follow up actively on the suggestion;
- (6) Members enquired about the progress of the construction of pedestrian crossing facilities on Wang Yip Street South and Tin Shui Road near Tin Shui Wai Government Primary School; and
- (7) Members had previously conducted an on-site inspection with the TD, the HyD and the LCSD regarding the addition of motorcycle parking spaces on Tin Shui Road near Tin Shui Road Park. Therefore, Members enquired about the progress of the works and suggested that the HyD include the works in its progress report.

51. Ms FOK Sze-man of the TD responded that the Department had issued works request forms for the “Provision of Motorcycle Parking Spaces on Tin Shui Road near Tin Shui Road Park”.

52. A consolidated reply provided by Ms LO Pui-u and Ms CHAN Belinda Patricia was as follows:

- (1) Regarding the “Provision of Pedestrian Crossing Facilities on the Intersection of Hong Yip Street, Po Yip Street and Tak Yip Street” (Item 5 of the Paper), the contractor had conducted a trial run but was not successful. The Department would discuss with relevant departments about temporary traffic arrangements for another trial run, so as to commence the works as soon as possible;
- (2) Regarding the “Provision of Pedestrian Crossing Facilities on Tai Tong Road near Hung Tso Tin Tsuen (Item 8 of the Paper), the contractor was applying for an excavation permit and it was expected that the works would commence in the second quarter of this year;

- (3) Regarding the “Provision of Pedestrian Crossing Facilities at the Intersection of Tai Tong Road and Kiu Hing Road” (Item 10 of the Paper), the contractor was revising the temporary traffic arrangements;
- (4) The Department had completed the works of “Removing and Installing Railings and Adding Traffic Signs on Fung Yau Street North” (Item 20 of the Paper);
- (5) As the “Improvement Works for the Pedestrian Crossing Facilities at the Intersection of Tin Shui Road and Tin Tan Street” (Item 21 of the Paper) was relatively small in scale, it was expected that the impact on residents would be limited and the works would be completed in the second quarter;
- (6) Regarding the “Provision of Motorcycle Parking Spaces on Tin Shui Road near Tin Shui Road Park”, the Department had received works request forms and planned to discuss the details of the works with the TD. The Department would update the relevant report based on the urgency, complexity and latest progress of the traffic improvement plans; and
- (7) The Department would implement the improvement works for the pedestrian crossing facilities on Tin Shui Road near Tin Heng Estate Bus Terminus and the intersection of Tin Shui Road and Tin Tan Street in due course.

53. The Chairman concluded that Members hoped that relevant departments could work together proactively to accelerate the implementation of various minor traffic improvement works projects in the district.

**Item XVI: Statistics on cycling accidents and related enforcement actions
(T&TC Paper No. 33/2025)**

54. Members noted the above report.

**Item XVII: Temporary traffic arrangements in Yuen Long District
(T&TC Paper No. 20/2025)**

55. The Chairman referred Members to Paper No. 20.

56. Members enquired about the progress of the “Site Formation and Infrastructure Works for Development at Kam Tin South, Yuen Long - Advance Works” (Item 1 of the Paper), and hoped that the Department could complete the works and open the bus stop as soon as possible for the convenience of the public.

(Post-meeting note: The Secretariat forwarded the written reply submitted by the CEDD regarding the progress of the development at Kam Tin South, Yuen Long to the T&TC on 19 May 2025.)

Item XVIII: Any other business

Item XIX: Date of next meeting

57. The Chairman announced that the next T&TC meeting would be held in the Conference Room of the YLDC at 2:30 p.m. on 24 June 2025. In addition, the third meeting of the Working Group on Mass Transit Services under the T&TC in 2025 would be held in the Conference Room of the YLDC at 2:30 p.m. on 6 May 2025.

58. There being no other business, the meeting was adjourned at 6:00 p.m.

Yuen Long District Council Secretariat
June 2025