

Legislative Council Panel on Transport

Planning of Transport Infrastructure in Northwest New Territories

Introduction

This paper aims to brief Members on the planning of transport infrastructure in Northwest New Territories (“NWNT”), including the matters in relation to the carrying capacity of the West Rail Line (“WRL”).

Present Situation

2. At present, within NWNT, the population in Tuen Mun and Yuen Long are about 500 000 and 600 000 respectively. There are a number of major trunk roads constructed within the region, including Tuen Mun Road, Yuen Long Highway, Castle Peak Road, San Tin Highway, Kam Tin Highway, Hong Kong-Shenzhen Western Corridor, Tai Lam Tunnel and Tsing Long Highway, etc., for the intra-district and inter-district connections which facilitate commuting to and from NWNT. In addition, the construction of the Tuen Mun-Chek Lap Kok Link (“TM-CLKL”) is in full swing. When the project is completed, it will be the most direct route for connecting the Hong Kong-Zhuhai-Macao Bridge (“HZMB”), Hong Kong International Airport and North Lantau.

3. As far as railways are concerned, in tandem with the development and population growth in the region, the WRL and the Light Rail (“LR”) have been enhancing services to cope with the traffic needs of the residents. The commissioning of the Kowloon Southern Link of the WRL in 2009 has greatly reduced the segregation between NWNT and urban Kowloon. To facilitate passengers using the services of the WRL and LR, the MTR Corporation Limited (“MTRCL”) is also providing feeder bus services connecting to various stations of the WRL and LR stops to serve them.

4. In addition to railway services, there are more than 70 intra-district and inter-district bus routes and 40 green minibus routes serving Yuen Long and Tuen Mun. More attractive interchange route packages and fare concessions are

offered at Tai Lam Tunnel Bus-Bus Interchange and Tuen Mun Road Bus-Bus Interchanges to facilitate passengers' commute between New Territories West, Kowloon and Hong Kong Island. Details are at **Annex 1**.

5. Although the wait may be longer or the compartments may be more crowded during peak hours, our multimodal public transport services can generally meet the needs at present and in the near future in overall terms. The Government will suitably adjust the public transport services for the district, and timely implement road improvement works and traffic management measures in association with the railway network and other public transport services, in order to meet the overall traffic needs of NWNT.

Future Situation

6. In view of the proposed developments in NWNT, including the Hung Shui Kiu New Development Area, development of housing sites in Yuen Long South, housing developments along the WRL, development of housing and industrial estate in Wang Chau South, Yuen Long and the proposed logistics and other industrial developments in Tuen Mun Areas 38 and 49 (details at **Annex 2**), we have preliminarily reviewed the overall traffic demands of NWNT in the future 10 years or even longer term.

Major Trunk Roads in NWNT

7. Regarding the arrangement of the major trunk roads in NWNT, the Government had considered two major schemes, i.e., the scheme comprising TM-CLKL and Tuen Mun Western Bypass ("TMWB"), and the scheme mainly consisting of Route 11 (previously known as Route 10¹). In July 2007, the Government reported to the Panel on Transport of the Legislative Council about the results of review on NWNT traffic and transport infrastructure, and recommended constructing the TM-CLKL and TMWB in order to meet the expected traffic needs of the region.

¹ Before the commissioning of the Hong Kong-Shenzhen Western Corridor in 2007, Route 10 referred to the road linking North Lantau and Yuen Long conceived then which consists of Tsing Lung Bridge, Tai Lam Chung Tunnel and Lam Tei Tunnel, etc. Upon commissioning of the Hong Kong-Shenzhen Western Corridor, the Transport Department has numbered the Hong Kong-Shenzhen Western Corridor as Route 10 and renamed the road linking North Lantau and Yuen Long being conceived as Route 11.

Medium-term Planning

8. Regarding the **TM-CLKL**, the Highways Department consulted the Tuen Mun District Council (“**TMDC**”) in May 2009 and the District Council supported the project. In November 2011, the Government obtained the funding approval of about \$1.9 billion from the Legislative Council for commencing the detailed design, site investigation and advance works. In June 2013, the Legislative Council approved about \$44.8 billion for implementing the construction works. The works commenced in the same month. The construction works of the **TM-CLKL** are currently in full swing. At present, the viaducts of the Southern Connection (i.e. from Hong Kong Boundary Crossing Facilities (“**HKBCF**”) of **HZMB** to North Lantau) are being constructed while the site formation works of the Northern Connection (i.e. from Tuen Mun Area 40 to **HKBCF** of **HZMB**) are being carried out and the tunnel excavation works have just commenced. It is expected that the completion time of the Southern Connection and **HZMB** will match with each other. By then, traffic via the **HKBCF** of **HZMB** can reach the urban area or the New Territories directly through these viaducts without passing through the roads in Tung Chung. Meanwhile, the Northern Connection will be constructed in the form of a sub-sea tunnel connecting the **HKBCF** of **HZMB** and Tuen Mun, and is expected to be completed in 2018.

9. Regarding the **TMWB**, having obtained the support at the district level in 2010 for its alignment, the Highways Department conducted the preliminary design and the associated assessments. Thereafter, some locals expressed strong views to the project as they were worried that the northern viaduct section of **TMWB** and the portal of southern tunnel section at Tsing Tin Roundabout would affect the nearby residents. After reviewing the design of the **TMWB** project in the light of the latest traffic forecast and the views from the **TMDC** and other stakeholders, the Highways Department briefed the **TMDC** in March 2015 the proposed revised alignment of the **TMWB** which connects Tuen Mun Area 40 and Tsing Tin Road. Having regard to the latest views from the **TMDC**, the Highways Department will further review the **TMWB** project, including the implementation timetable, in order to formulate a road scheme that can balance the technical feasibility, environmental concerns of the residents and effectiveness in terms of traffic and economic performance. The Highways Department is planning to report to the **TMDC** about the findings of the further review early next year.

10. According to the forecast by the Transport Department, up to 2026, the traffic conditions in the existing road network within Tuen Mun District (including Tuen Mun Road (Town Centre Section) and Wong Chu Road) would still be manageable². If the support from the locals and the District Council is obtained in time, we will proceed with the associated tasks, including the funding application with the Legislative Council in phases for carrying out ground investigation, environmental impact assessment, detailed engineering design and construction works, etc., with a target to complete the works of the TMWB by around 2026.

Long-term Planning

11. In view of the future developments in NWNT, including the proposed Hung Shui Kiu New Development Area, we expect that the major roads connecting NWNT and the urban area would get busy during morning peak hours. With a view to enhancing the connectivity of NWNT with other districts, we will bid for resources for conducting a feasibility study for Route 11 which links up North Lantau and Yuen Long. In this regard, the arrangement of the proposed strategic highways at NWNT is at **Annex 3**.

Heavy Railways in NWNT

12. We understand that there have been public concerns on whether the railway network in NWNT could meet the traffic demands arising from the population growth of the region in future. The Government has been keeping in view the service level of the railway and the demands of passengers closely.

13. Similar to other public transport modes, the patronage of the WRL is higher during the busiest period of peak hours. In view of the current situation of the WRL, the MTRCL has enhanced its services as far as practicable. The measures include better platform management to ensure more even distribution of passengers at platforms or on trains and smoother passenger flow in order to increase the efficiency of train operation; and increasing the train frequency where necessary at peak hours as far as possible, in order to cope with the overall demands of the passengers. Currently, the headway of the WRL at the morning

² The traffic situation during peak hours is normally reflected by using a volume to capacity (v/c) ratio. A v/c ratio less than 1.0 means the situation is acceptable. A v/c ratio above 1.0 indicates the onset of mild congestion and a v/c ratio between 1.0 and 1.2 indicates a manageable degree of congestion. A v/c ratio higher than 1.2 means the congestion is getting serious.

peak of a normal weekday is three minutes while that at the evening peak is three and a half minutes. The headway at non-peak hours is about five to seven minutes. Since August 2013, there has been a special Hung Hom-bound departure from Tin Shui Wai Station during the busiest period of the morning peak hours to help meet the needs of passengers boarding at the midway stations. According to the observation by MTRCL, this special departure can effectively relieve high passenger demands at the pressure point between Kam Sheung Road Station and Tsuen Wan West Station. Since August 2014, eight train trips have been added to the WRL from 7:30pm to 12:00am on Fridays and Saturdays so that headway can be shortened to 5 minutes where necessary.

Medium-term Planning

*“East-West Corridor”*³

14. The Shatin to Central Link (“SCL”) is currently under construction. With a total length of 17 kilometres and 10 stations, it is a strategic railway project in the territory. The SCL will connect with many existing railways to form two strategic railway corridors, namely “East-West Corridor” and “North-South Corridor”⁴. Details are at **Annex 4**. Upon commissioning of “East-West Corridor” in 2019, the passengers from New Territories West can get to eastern Kowloon, Tai Wai, Hin Keng and Wu Kai Sha, from Tuen Mun Station without interchange.

15. Currently the WRL is operating with 7-car trains and the hourly frequency at each direction is about 20 during the morning peak hours of weekdays, i.e. the headway is about 3 minutes. Under the SCL project, the signalling system of the WRL will be improved, 148 new train cars will be procured and existing trains will be modified, in order to get prepared for the commissioning of the “East-West Corridor”. It is expected that starting from 2016, the trains of the WRL will gradually be changed from 7-car to 8-car. After the scheduled commissioning of “East-West Corridor” in 2019, all trains will be operated with 8-car and the carrying capacity will be increased by at least 14%. The train frequency will be adjusted according to the actual passenger throughput. After all the above-mentioned purchased and modified trains are in services, the

³ Formed by the existing WRL, the Tai Wai to Hung Hom section of the SCL currently under construction and the existing Ma On Shan Line.

⁴ Formed by the existing East Rail Line and the Hung Hom to Admiralty section of the Shatin to Central Link currently under construction.

“East-West Corridor” can provide services at the highest hourly frequency of 24 at each direction with 8-car trains. On this basis, the carrying capacity of the WRL will increase by 37% over the current 7-car trains operating at an hourly frequency of about 20 (inclusive of the above-mentioned 14% increase). As the increase in train frequency can only be implemented provided that appropriate environmental impact mitigation measures are in place, we have requested MTRCL to investigate and handle the technical issues.

Proposed New Railway Projects

16. In the “Railway Development Strategy 2014” announced in September 2014, the Government proposed to complete seven new railway projects within a design horizon up to 2031. Of these seven railway projects, the Northern Link and Kwu Tung Station, as well as the Tuen Mun South Extension and Hung Shui Kiu Station are serving the NWNT to dovetail with the development programmes of the region up to 2031. The preliminary conceptual schemes of the Northern Link and Kwu Tung Station, Tuen Mun South Extension and Hung Shui Kiu Station are at **Annex 5**.

17. The Northern Link will provide shuttle services between the existing Kam Sheung Road Station of the WRL and the new Kwu Tung Station of the Lok Ma Chau Spur Line. Passengers can interchange to the WRL at Kam Sheung Road Station or to the Lok Ma Chau Spur Line at Kwu Tung Station. Whether intermediate stations will be added between Kam Sheung Road Station and Kwu Tung Station will be subject to the overall planning on land use along the line and of other potential development areas in New Territories North. The implementation window of the Northern Link and Kwu Tung Station will match with the developments under planning, and is tentatively proposed to be from 2018 to 2023.

18. Hung Shui Kiu Station will be located between the existing Tin Shiu Wai Station and Siu Hong Station of the WRL. It will mainly provide rail services to the Hung Shiu Kiu New Development Area and nearby areas. The indicative implementation window of Hung Shiu Kiu Station is between 2021 and 2024 to tie in with the planning of Hung Shiu Kiu area. The Hung Shiu Kiu New Development Area will be developed in phases. The land formation and infrastructure works of the first phase will start in 2020. The current target is to have the first population intake in 2024 and the completion of the entire development by 2037.

19. The Tuen Mun South Extension will extend from the existing terminal of Tuen Mun Station southwards to Tuen Mun South with the indicative implementation window between 2019 and 2022.

20. We will implement each of the new railway projects recommended under the “Railway Development Strategy 2014” in accordance with the established mechanism and procedures. We will start the detailed planning works, including an in-depth feasibility study to ascertain the relevant justifications, detailed alignments, locations of stations, implementation timetables, implementation approaches and funding methods, etc. We will also consult the public and the District Councils, and submit the funding application for proceeding with the design works of the projects.

21. When conducting detailed planning of the new railway projects in respect of Northern Link and Kwu Tung Station, Tuen Mun South Extension and Hung Shui Kiu Station, etc., we will refer to the continually updated planning parameters. We will also carefully review the actual traffic situations, including the possible implications upon the existing railway lines after expanding the railway networks, and the corresponding improvement schemes. Before the completion of the new railway projects, the Transport Department will also assess the change in the needs and mode choices for trip making of the residents after the commissioning of these railway projects, as well as the implications to other road based public transport. The Transport Department will also prepare rationalization schemes for improving the coordination among various means of public transport such that the road traffic and the railways can complement to each other.

22. With consideration of the facilities along the “East-West Corridor”, such as the fire safety requirements at tunnel sections and the length of platforms etc., we currently estimate that the “East-West Corridor” can ultimately reach an hourly frequency of 28 at each direction, with 8-car trains. On this basis, the carrying capacity of the WRL will increase by 60% over the current 7-car trains operating at an hourly frequency of about 20 (inclusive of the 37% increase mentioned in paragraph 15). In this regard, we will request MTRCL to enhance the services of the WRL by increasing the train frequency.

23. Upon completion of the above three new railway projects, i.e. Northern Link and Kwu Tung Station, Tuen Mun South Extension and Hung Shui Kiu

Station, according to the indicative implementation window, the WRL will be able to meet the demands during the peak hours (around 8 am to 9 am) at the busiest section of the WRL (i.e. from Kam Sheung Road Station to Tsuen Wan West Station) with the trains slightly congested. As we pointed out in the “Railway Development Strategy 2014”, when allowed by resources and other related factors, a service benchmark of four persons per square metre in train compartments will be adopted in the planning of the new railway lines. As for the existing railway lines (including the WRL) or their extension, the service level will still be subject to the infrastructural constraints of the existing railway lines, such as the signalling system and the shortest platform of a railway line.⁵

24. There are voices from the community that if a railway line along the coast from Tuen Mun to Tsuen Wan (the Tuen Mun to Tsuen Wan Link (“TM-TWL”) is built, it will help relieve the constraints on the carrying capacity of the WRL. We have examined in detail the feasibility of building the TM-TWL in the “Railway Development Strategy 2014”. The conceptual scheme of the TM-TWL is connecting Tuen Mun West and Tsuen Wan West Station of the WRL via Sam Shing, So Kwun Wat, Tsing Lung Tau, Sham Tseng East and Bayview. According to the statistical analysis by the Consultant on the coastline from Tuen Mun to Tsuen Wan, the population mainly concentrates at its eastern and western ends. The development density of the rest of the areas is relative low and the locals request for the development density of the coastal areas to be maintained at low and medium levels. No new patronage generation is thus expected. According to the planning situation, the residential population along the coastline areas between Tuen Mun and Tsuen Wan is expected to grow by about 11% by 2021, but there will be no significant growth thereafter. The population distribution pattern in 2021 will remain largely identical till 2031.

25. Furthermore, when compared with the existing services of buses and the WRL, the TM-TWL has no obvious edge. For passengers travelling between Tuen Mun and Tsuen Wan, using the TM-TWL instead of the WRL would only have very limited time saving (around one minute)⁶ and an interchange to other railway lines would be required in the Tsuen Wan area for onward train journeys.

⁵ The stations and train compartments of the existing railway lines (including the WRL) were designed according to the safety standard at the time of their construction (i.e. six persons per square metre).

⁶ The estimate of the travelling time of the TM-TML is reckoned by the consultant according to the general railway operation situation. They include train speed and stop time at stations, etc. According to the information by the MTRCL, the distance between Tuen Mun Station and Tsuen Wan West Station of the WRL is about 22 km and the travelling time is about 23 mins. The consultant estimates that the distance from Tuen Mun or Tuen Mun West to Tsuen Wan West Station of the TM-TML is about 17 to 18 km and the travelling time is about 21 to 22 mins.

For passengers boarding further north of Tuen Mun, e.g. at Siu Hong Station, taking the TM-TWL would mean a longer overall journey time with two additional interchanges⁷. Meanwhile, after the improvement works for Tuen Mun Road were completed in 2014, the road network between Tuen Mun and urban area has been further improved. This helps shorten the journey time for the franchised bus services between Tuen Mun and the urban area. As far as the travelling time is concerned, more passengers may prefer to travel to and from Tuen Mun by franchised buses, thereby reducing attractiveness of the TM-TWL.

26. As a result, for passengers travelling between Tuen Mun and the urban area, the TM-TWL will not be more attractive than the WRL. Although the railways are the backbone of the public transport system, other public transport services, which can provide flexible “point-to-point” service, will continue to have their competitive edge.

Long-term Planning

27. We will timely bid for resources and commence studies for improving the carrying capacity of the railways in NWNT beyond 2031. They include studies on enhancing or improving the existing railway lines, or even the feasibility of constructing new railways, in order to cope with the new traffic demands. These studies will altogether consider the overall development needs in western part of Hong Kong, including the planning of development of “Eastern Lantau Metropolis”.

Planning of other Public Transport Service

28. Apart from the above planning on major roads and heavy railways, we will consider the planning of other public transport services to tie in with the developments of NWNT. For the LR, we will explore its long-term development issues under the “Role Positioning Review” of the “Public Transport Strategy Study” to be commissioned. Upon our request, the MTRCL is carrying out a preliminary feasibility study on increasing the carrying capacity of the LR and has earmarked funds of over \$300 million for the procurement of 10 Light Rail vehicles and 10 feeder buses. Whether all vehicles will be procured eventually is

⁷ The passengers boarding at Siu Hong Station, need to take the WRL to Tuen Mun South Station and change to Tuen Mun West Station of the TM-TWL heading Tsuen Wan West Station, therefrom making an interchange to the WRL to continue the journeys to the urban area.

subject to the findings of the feasibility study. For franchised buses, the Transport Department will continue to adjust service having regard to the existing and new passenger demands through the annual bus route planning programme. Taking the programme of Tuen Mun and Yuen Long in 2015 as an example, a new route will be introduced and service frequency of 13 existing routes will be enhanced. We will also suitably adjust other public transport services, including enhancing franchised bus services, to meet the passenger demand arising from future population growth and infrastructure development in NWNT.

Conclusion

29. Any long-term road and rail planning works will unavoidably face to a myriad of variables. Most of the development proposals in NWNT are still at planning or investigation stages. We need to go through the established planning and other related statutory procedures, and consult the public. It cannot be ruled out that the proposals will be amended or adjusted according to the public opinions received. Meanwhile, the departments concerned have to carry out detailed feasibility studies and design works for the development proposals, in order to further confirm the appropriate development scale and planning parameters. Furthermore, the large-scale development projects have to be implemented in phases and it is unavoidable that their implementation timetables will have to be amended or adjusted according to the actual situations. Hence, when carrying out the long-term planning of transport infrastructure, we will adjust the associated road and railway schemes and their implementation timetables according to the actual situations of the development proposals.

30. Members are invited to take note of this paper.

Transport and Housing Bureau
July 2015

**Franchise bus and green minibus routes
serving Northwest New Territories**

Franchised bus

Note: ^ Bus routes passing Tuen Mun Road Bus-Bus Interchanges and Tai Lam Tunnel Bus-bus Interchange

Routes	Origins	Destinations
Kowloon Motor Bus Company (1933) Limited		
51	Tsuen Wan West Station Public Transport Interchange	Sheung Tsuen
52X [^]	Tuen Mun Central	Mong Kok (Park Avenue)
53 [^]	Yuen Long (East)	Tsuen Wan West Station Public Transport Interchange
54	Yuen Long (West)	Sheung Tsuen (Shek Kong)
57M [^]	Shan King Estate	Lai King (North)
58M [^]	Leung King Estate	Kwai Fong Staion
58M [^] (Special departure)	Kin Sang	Kwai Fong Staion
58M [^] (Special departure)	Po Tin	Kwai Fong Staion
58P [^] (Special departure)	Kwai Fong Staion	Tin King Estate (Tin Yue House)
58X	Leung King Estate	Mong Kok East Station

Routes	Origins	Destinations
58X (Special departure)	Kin Sang Estate	Mong Kok East Station
59A	Tuen Mun Pier-head	Sham Shui Po (Yen Chow Street)
59M [^]	Tuen Mun Pier-head	Tsuen Wan Station
59M [^] (Special departure)	Sun Tuen Mun Centre	Tsuen Wan Station
59M [^] (Special departure)	Yuet Wu Villa	Tsuen Wan Station
59S	Tuen Mun Pier-head	Mong Kok
59X [^]	Tuen Mun Pier-head	Mong Kok East Station
59X [^] (Special departure)	Sun Tuen Mun Centre	Mong Kok East Station
59X [^] (Special departure)	Lung Mun Oasis	Mong Kok East Station
60M [^]	Tuen Mun Station	Tsuen Wan Station
60X [^]	Tuen Mun Central	Jordan (To Wah Road)
61M [^]	Yau Oi (South)	Lai King (North)
61X [^]	Tuen Mun Central	Kowloon City Ferry
62X	Tuen Mun Central	Yau Tong Public Transport Interchange
63X [^]	Hung Shui Kiu (Hung Fuk Estate)	Jordan (To Wah Road)
64K	Yuen Long (West)	Tai Po Market Station
66M [^]	Tai Hing	Tsuen Wan Station
66X [^]	Tai Hing	Olympic Station
67M [^]	Siu Hong Court	Kwai Fong Station
67X [^]	Siu Hong Court	Mong Kok East Station
68A [^]	Yuen Long (Long Ping)	Tsing Yi Station
68E [^]	Tsing Yi Station	Yuen Long Park

Routes	Origins	Destinations
68M [^]	Yuen Long (West)	Tsuen Wan Station
68X [^]	Hung Shui Kiu (Hung Fuk Estate)	Mong Kok (Park Avenue)
69M [^]	Tin Shui Wai Town Centre	Kwai Fong Station
69P [^] (Special departure)	Tin Yiu	Kwai Fong Station
69X [^]	Tin Shui	Jordan (To Wah Road)
76K	Sheung Shui (Ching Ho Estate)	Long Ping Estate
77K	Sheung Shui	Yuen Long (West)
251A [^]	Kam Sheung Road Station	Sheung Tsuen
251B [^]	Pat Heung Road	Sheung Tsuen
251M [^] (Special departure)	Sheung Tsuen	Tsuen Wan Station
252B	Handsome Court	Tsim Sha Tsui
258D [^]	Po Tin	Lam Tin Station
258P (Special departure)	Hung Shui Kiu	Lam Tin Station
259B	Tuen Mun Pier-head	Kowloon Station
259C	Sun Tuen Mun Centre	Tsim Sha Tsui
259D [^]	Lung Mun Oasis	Yau Tong
259D [^] (Special departure)	Tuen Mun Pier-head (Siu Hei Court)	Yau Tong Public Transport Interchange
259E	Lung Mun Oasis	Tsuen Wan Station
259E (Special departure)	Glorious Garden	Tsuen Wan Station
260B	Tuen Mun Central	Tsim Sha Tsui
260C	Sam Shing	Kwai Fong Station
260X [^]	Po Tin	Hung Hom Station

Routes	Origins	Destinations
260X^ (Special departure)	Tai Hing	Hung Hom Station
N260^ (Overnight service)	Tuen Mun Pier-head	Mei Foo
261	Sam Shing	Tin Ping Estate
261P (Special departure)	Ng Lau Road (Tsing Lun Road)	Tin Ping Estate
261B	Sam Shing	Kowloon Station
263^	Tuen Mun Station	Sha Tin Station
265B^	Tin Heng Estate	Mong Kok (Park Avenue)
265S (Special departure)	Tin Shui Wai Town Centre	Tai Po Industrial Estate
265M^	Tin Heng Estate	Lai Yiu
267S	Siu Hong Court	Tsim Sha Tsui
268B^ (Special departure)	Long Ping Station	Hung Hom Ferry
268C^	Long Ping Station	Kwun Tong Ferry
268X^ (Special departure)	Hung Shui Kiu (Hung Fuk Estate)	Jordan (To Wah Road)
268X^ (Special departure)	Yuen Long (West)	Jordan (To Wah Road)
269B^	Tin Shui Wai Town Centre	Hung Hom Ferry
269B^ (Special departure)	Tin Yan Estate	Hung Hom Ferry
269C^	Tin Shui Wai Town Centre	Kwun Tong Ferry

Routes	Origins	Destinations
269C^ (Special departure)	Tin Yan Estate	Kwun Tong Ferry
269C^ (Special departure)	Tin Tsz Estate	Kwun Tong Ferry
269D^	Tin Fu	Lek Yuen
269M^	Tin Yan Estate	Cho Yiu
276	Tin Tsz	Sheung Shui
276P (Special departure)	Tin Shui Wai Station	Sheung Shui
276A	Tin Heng Estate	Tai Ping
276B (Special departure)	Tin Fu	Choi Yuen
869	Sha Tin Race Course	Tin Shui Wai Town Centre
960^	Kin Sang	Wan Chai (North) Temporary Public Transport Interchange
960A^ (Special departure)	Central (Worldwide House)	Hung Shui Kiu (Hung Fuk Estate)
960B^ (Special departure)	Quarry Bay (King's Road)	Hung Shui Kiu (Hung Fuk Estate)
960P^ (Special departure)	Hung Shui Kiu (Hung Yuen Road)	Wan Chai (North) Temporary Public Transport Interchange
960S^ (Special departure)	Fu Tai Estate	Wan Chai (North) Temporary Public Transport Interchange
960X^ (Special departure)	Hung Shui Kiu (Hung Yuen Road)	Quarry Bay (King's Road)

Routes	Origins	Destinations
961^	Shan King	Wan Chai
961P^ (Special departure)	Leung King	Wan Chai
968^	Yuen Long (West)	Causeway Bay (Tin Hau)
968^ (Special departure)	Yuen Long Park	Causeway Bay (Tin Hau)
968X^ (Special departure)	Yuen Long (West)	Quarry Bay (King's Road)
B1	Tin Tsz Estate	Lok Ma Chau Station
N269^ (Overnight service)	Tin Tsz Estate	Mei Foo
N368^ (Overnight service)	Yuen Long (West)	Central (Macau Ferry)
Citybus Limited		
962^ (Special departure)	Lung Mun Oasis	Causeway Bay (Moreton Terrace)
962A^ (Special departure)	Tuen Mun (Yuet Wu Villa)	Admiralty
962B^	Tuen Mun (Chi Lok Fa Yuen)	Causeway Bay (Moreton Terrace)
962C (Special departure)	Quarry Bay	Lung Mun Oasis
962P^ (Special departure)	Lung Mun Oasis	Causeway Bay (Moreton Terrace)

Routes	Origins	Destinations
962P (Special departure)	Siu Shan Court	Causeway Bay (Moreton Terrace)
962S^ (Special departure)	Tuen Mun (Chi Lok Fa Yuen)	Causeway Bay (Moreton Terrace)
962X^	Lung Mun Oasis	Causeway Bay (Moreton Terrace)
X962 (Special departure)	Central	Lung Mun Oasis
N962^ (Overnight service)	Lung Mun Oasis	Causeway Bay (Moreton Terrace)
967^	Tin Shui Wai (Tin Yan Estate)	Admiralty Station (West)
967X^ (Special departure)	Causeway Bay (Moreton Terrace)	Tin Shui Wai (Tin Yan Estate)
969^	Tin Shui Wai Town Centre	Causeway Bay (Moreton Terrace)
969^ (Special departure)	Kingswood Villas (Locwood Court)	Causeway Bay (Moreton Terrace)
969^ (Special departure)	Tin Shui Wai (Tin Yiu Estate)	Causeway Bay (Moreton Terrace)
969A^ (Special departure)	Tin Shui Wai Town Centre	Admiralty
969A^ (Special departure)	Wan Chai	Tin Shui Wai Town Centre

Routes	Origins	Destinations
969B (Special departure)	Tin Shui Wai Town Centre	Wan Chai
969B (Special departure)	Kingswood Villas (Locwood Court)	Wan Chai
969B (Special departure)	Wan Chai	Tin Shui Wai Town Centre
969C^ (Special departure)	Quarry Bay	Tin Shui Wai (Tin Chung Court)
969P^ (Special departure)	Tin Shui Wai Town Centre	Causeway Bay (Moreton Terrace)
969X (Special departure)	Tin Shui Wai (Tin Chung Court)	Causeway Bay
N969^ (Overnight service)	Tin Shui Wai Town Centre	Causeway Bay (Moreton Terrace)
B3	Tuen Mun Pier-head	Shenzhen Bay Port
B3A (Special departure)	Shan King Estate (Light Rail Ming Kum Stop)	Shenzhen Bay Port
B3X (Special departure)	Tuen Mun Central	Shenzhen Bay Port
B3M (Special departure)	Shenzhen Bay Port	Tuen Mun Station (Circular)
Long Win Bus Company Limited		
A33	Tuen Mun Station	Airport (Ground Transportation Centre)
E33^	Tuen Mun Central	Airport (Ground Transportation Centre)

Routes	Origins	Destinations
E33P (Special departure)	Siu Hong Station	Airport (Ground Transportation Centre)
E34A^	Tin Shui Wai Town Centre	Airport (Ground Transportation Centre)
E34A^ (Special departure)	Tin Shui Wai Town Centre (not passing Tin Shui Wai North)	Airport (Ground Transportation Centre)
E34A^ (Special departure)	Tin Shui Estate	Airport (Ground Transportation Centre)
E34A^ (Special departure)	Tin Chung Estate	Airport (Ground Transportation Centre)
E34P^	Yat Tung Estate	Tin Shui Wai Town Centre
E34B^	Yuen Long	Airport (Ground Transportation Centre)
N30^ (Overnight service)	Yuen Long (East)	Tung Chung Station Bus Terminus
N30S^ (Overnight service)	Yuen Long (East)	Tung Chung Station Bus Terminus
N30P^ (Overnight service)	Tuen Mun Road (Hung Kiu)	Tung Chung Station Bus Terminus
R33	Tuen Mun Station	Disneyland Resort Public Transport Interchange
New Lantao Bus Company(1973) Limited		
B2	Yuen Long Station	Shenzhen Bay Port
B2P (Special departure)	Tin Tsz Estate	Shenzhen Bay Port
B2X (Special departure)	Tin Yiu Estate	Shenzhen Bay Port

Green minibus

Note: * Supplementary route/short-working route/special departure

Routes	Origins	Destinations
31	Yuen Long (Hong King Street)	Tong Yan San Tsuen
31A*	Tong Yan San Tsuen	Yuen Long Plaza
32	Yuen Long Station (North) Public Transport Interchange	Tan Kwei Tsuen
33	Yuen Long (Tai Fung Street)	Ha Pak Nai
34	Yuen Long (Tai Fung Street)	Lau Fau Shan
34A	Lau Fau Shan	Ha Tsuen
35	Yuen Long (Tai Fung Street)	Sha Kiu (Tsim Bei Tsui)
36	Yuen Long (Fook Hong Street)	Tai Sang Wai Rural Office
37	Yuen Long (Fook Hong Street)	Yau Tam Mei Village Office
38	Yuen Long (Fook Hong Street)	Yau Tam Mei West (near Ho Sang Farm)
39	Kung Um	Yuen Long (Fung Cheung Road)
39A*	Kung Um Road (Muk Kiu Tau)	Yuen Long (Fau Tsoi Street)
39B*	Kung Um	Yuen Long (Fau Tsoi Street)
40	Siu Hang Tsuen	Tuen Mun Town Centre (Circular)
41	Lung Mun Oasis	Chi Lok Fa Yuen
42	Tsing Chuen Wai	Tuen Mun Town Centre (Circular)
43	Tuen Mun Town Centre (Ho Pong Street)	So Kwun Wat (Circular)
43S*	Tuen Mun Town Centre (Ho Pong Street)	So Kwun Wat (Nim Wan) (Circular)

Routes	Origins	Destinations
43A	Tuen Mun Town Centre (Ho Pong Street)	Tsing Yung Street
43B	Tuen Mun Town Centre (Ho Pong Street)	Tai Lam Chung (Circular)
43C	Tuen Mun Town Centre (Ho Pong Street)	Siu Lun Court
44	Tuen Mun Ferry Pier	Sheung Shui Station
44A	Tuen Mun Station Public Transport Interchange	Sheung Shui Station
44B	Lok Ma Chau (San Tin) Public Transport Interchange	Tuen Mun Station
44B (Overnight service)	Lok Ma Chau Control Point	Tuen Mun Pier-head
44B1*	Lok Ma Chau (San Tin) Public Transport Interchange	Tuen Mun Pier-head
45	Tai Hing Garden	Tuen Mun Town Centre (Circular)
46	Fu Tai Estate	Tuen Mun Town Centre (Circular)
46A*	King Sau Lane	Tuen Mun Town Centre (Circular)
47S (Overnight service)	Tuen Mun Pier-head	Mong Kok
48S (Overnight service)	Leung King Estate	Mong Kok
49S (Overnight service)	Tuen Mun Siu Hong Court	Wan Chai
71	Yuen Long (Yuen Long Tai Hang Street)	Shek Wu Tong (Ho Pui)
72	Yuen Long (Yuen Long Tai Hang Street)	Lui Kung Tin

Routes	Origins	Destinations
73	Long Ping Station (South) Public Transport Interchange	Sung Shan San Tsuen
74	Yuen Long (Fook Hong Street)	Shing Uk Tsuen
74A*	Yuen Long (Fook Hong Street)	Tung Tau Wai
75	Yuen Long (Fook Hong Street)	Lok Ma Chau Spur Line Public Transport Interchange
75*	Yuen Long (Fook Hong Street)	Ha Wan Tsuen
75*	San Tin (Near San Tin Post Office)	Lok Ma Chau Spur Line Public Transport Interchange
76	Yuen Long (Fook Hong Street)	Siu Hom Tsuen
77	Tin Shui Wai	Lok Ma Chau (San Tin) Public Transport Interchange
77B*	Tin Shui Wai Town Centre	Sun Yuen Long Centre
77P*	Tin Yiu Estate	Lok Ma Chau (San Tin) Public Transport Interchange
77A	Tin Shui Wai North (Grandeur Terrace)	Pok Oi Hospital
78	Lok Ma Chau (San Tin) Public Transport Interchange	Pat Heung Road (near Tai Lam Tunnel Bus-Bus Interchange)
78A*	Pat Heung Road (near Tai Lam Tunnel Bus-Bus Interchange)	Kam Sheung Road Station
140M	Tuen Mun (Hanford Garden)	Tsing Yi Station
611	Shan Pui Road	Fau Tsoi Street
611A*	Shan Pui Road	Yuen Long Station
611B*	Kwan Lok Lane	Yuen Long Station

Routes	Origins	Destinations
611C*	Kwan Lok Lane	Fau Tsoi Street
611P*	Shan Pui Road	On Shun Street
601	Yuen Long (Fung Cheung Road)	Pak Wai Tsuen
601B	Pak Wai Tsuen	Kam Sheung Road Station
602	Yuen Long (Fung Cheung Road)	Tai Kong Po
603	Yuen Long (Fung Cheung Road)	Fung Kat Heung
604	Yuen Long (Fung Cheung Road)	Shan Ha Tsuen
605	Ki Lun Tsuen	Sheung Shui Station
608	Wang Toi Shan (Pat Heung)	Yuen Long (Fung Cheung Road)
609	Yuen Long Stadium	Pok Oi Hospital
618	Tin Shui Wai	Shenzhen Bay Port
79S (Overnight service)	Tin Shui Wai	Lok Ma Chau Control Point
606S (Overnight service)	Yuen Long (Fung Cheung Road)	Tsim Sha Tsui East (Mody Road)
610S (Overnight service)	Tin Shui Wai (Tin Shui Estate)	Tsim Sha Tsui (Haiphong Road)

**Major Future Development Proposals in
Northwest New Territories (NWNT)**

	Project	Estimated new population to be accommodated	Estimated employment opportunities to be provided	Anticipated project completion date
1	Hung Shui Kiu New Development Area	About 173 000	About 150 000	Note 1
2	Development of Housing Sites in Yuen Long South	About 80 000	About 11 000	To be confirmed
3	Development of Kam Tin South	About 92 000	About 3 000	To be confirmed
4	Public housing sites in Tuen Mun Area 54	About 40 000	-	2024 onwards
5	Development of housing and industrial estate in Wang Chau South, Yuen Long	About 12 000 (Phase 1) To be confirmed (Phase 2/3)	- (Phase 1) To be confirmed (Phase 2/3)	2025 onwards (Phase 1) To be confirmed (Phase 2/3)
6	Development of Lok Ma Chau Loop	Note 2	About 29 000	To be confirmed
7	Proposed logistics and other industrial developments in Tuen Mun Areas 38 and 49	-	About 6 000	2019 (Area 49) 2023 onwards (Area 38)

Note 1: Target is to have the first population intake by 2024/25 and full development by 2037.

Note 2: It is anticipated to accommodate a maximum of about 24 000 students.

Note 3: Apart from the above larger development proposals, there are development projects along the West Rail Line and in individual districts, e.g., Long Ping Station North, Long Ping Station South, YOHO Town

Phase 3, and some potential housing sites through land use rezoning, etc. In general, the population in NWNT is expected to increase from about 1.1 million in 2011 to about 1.5 million in 2031.

Note 4: As the above development proposals are still at planning stage, the estimated population and employment will very likely be subject to adjustment.

新界西北擬議新策略性公路 Proposed New Strategic Highways for NWNT

附件三
Annex 3



南北走廊
North South Corridor

- 東鐵線 East Rail Line
- 沙中線 (紅磡至金鐘段) SCL (Hung Hom to Admiralty Section)

烏溪沙
Wu Kai Sha

大圍
Tai Wai

紅磡
Hung Hom

金鐘
Admiralty

落馬洲
Lok Ma Chau

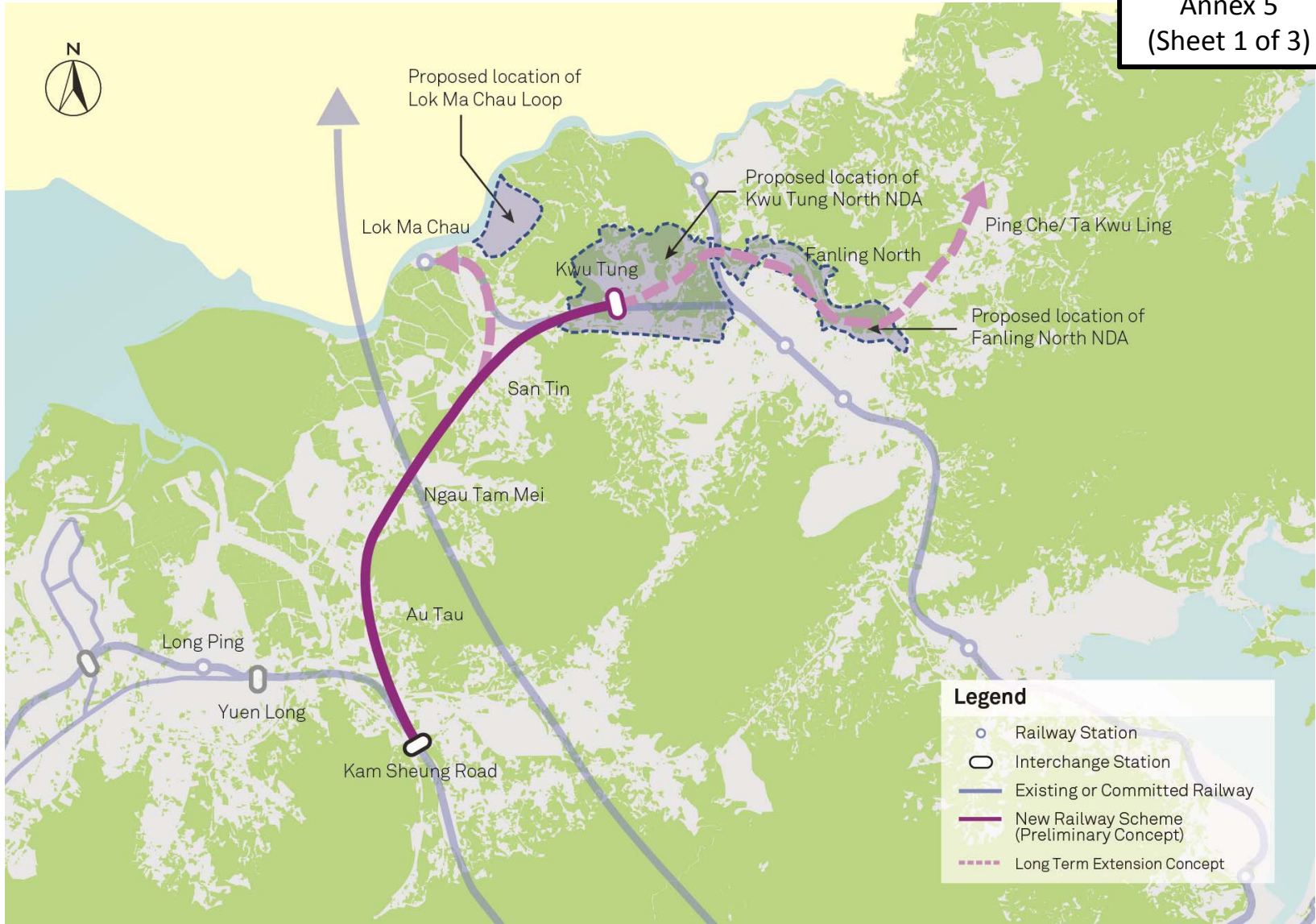
羅湖
Lo Wu

屯門
Tuen Mun

東西走廊
East West Corridor

- 馬鞍山線 Ma On Shan Line
- 西鐵線 West Rail Line
- 沙中線 (大圍至紅磡段) SCL (Tai Wai to Hung Hom Section)

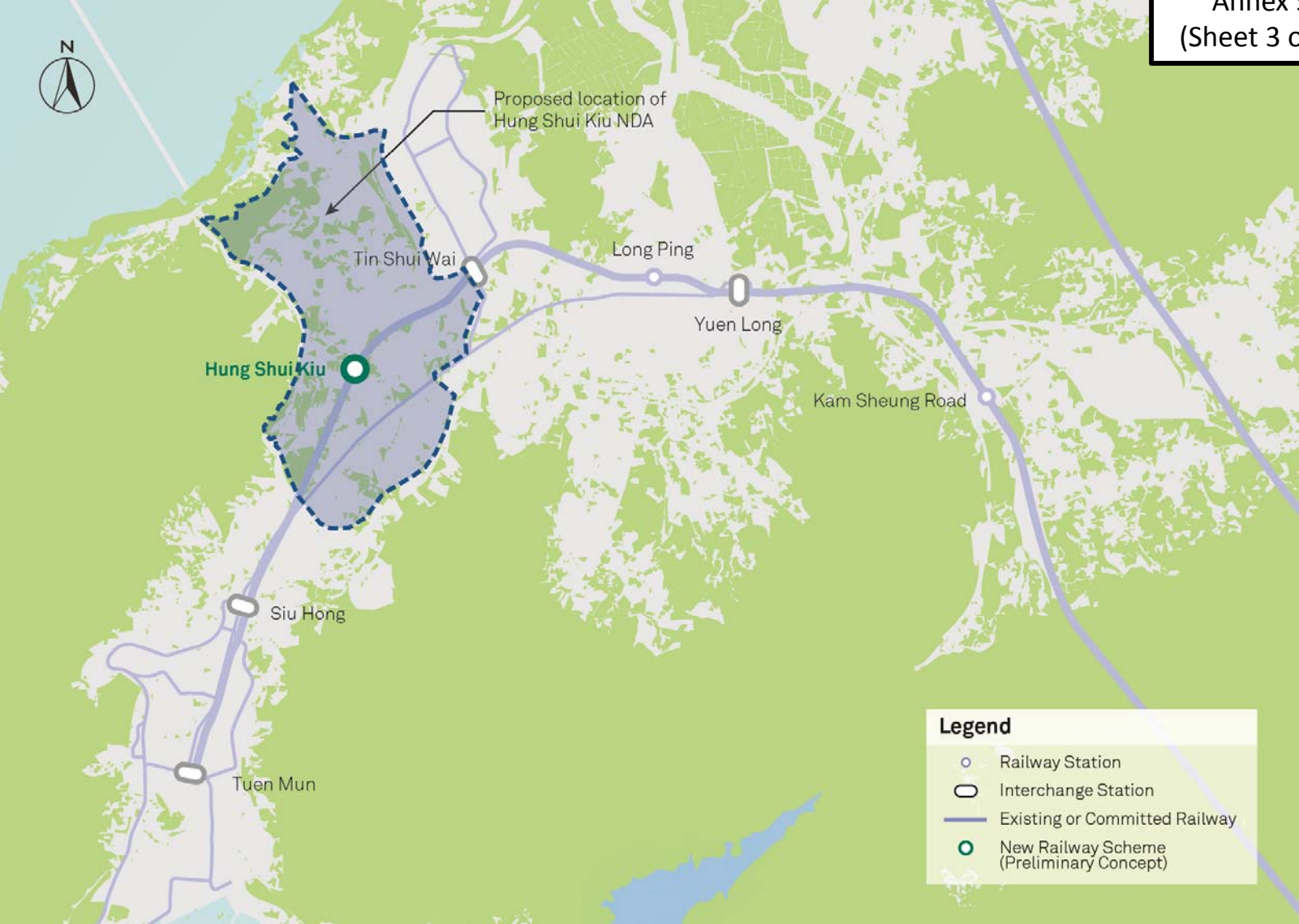
東西走廊及南北走廊
East West Corridor and
North South Corridor



**Preliminary Conceptual Scheme of the Northern Link
(including Kwu Tung Station)**



Preliminary Conceptual Scheme of the Tuen Mun South Extension



Preliminary Conceptual Scheme of the Hung Shui Kiu Station