

Minutes of the 7<sup>th</sup> Meeting of  
the District Facilities and Works Committee (2024-2027) of  
the Tuen Mun District Council

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Date : 21 January 2025 (Tuesday)

Time : 2:30 p.m.

Venue : Tuen Mun District Council (TMDC) Conference Room

**Present**

Mr CHAN Yau-hoi, BBS, MH, JP (Chairman)	TMDC Member
Mr KAM Man-fung (Vice Chairman)	TMDC Member
Mr TSUI Fan, MH	TMDC Member
Ms CHING Chi-hung, MH, JP	TMDC Member
Mr CHAN Manwell, Leo, MH	TMDC Member
Mr WAN Tin-chong, MH	TMDC Member
Mr TSANG Hin-hong, MH	TMDC Member
Mr MO Shing-fung	TMDC Member
Mr YIP Man-pan, MH	TMDC Member
Ms LAI Ka-man	TMDC Member
Mr LI Chiu-hung	TMDC Member
Mr LAM Tik-fai	TMDC Member
Ms CHAN Mang-yi	TMDC Member
Dr CHAN Kwai-wao	TMDC Member
Mr CHAN Tsim-heng	TMDC Member
Mr CHUI King-hang	TMDC Member
Mr FUNG Pui-yin	TMDC Member
Mr TSANG Hing-chung	TMDC Member
Mr YIP Kat-kong, Kenneth	TMDC Member
Mr IP Chun-yuen	TMDC Member
Mr CHENG Yin-kwan, Andy	TMDC Member
Mr TSOI Shing-hin	TMDC Member
Mr TSE Wing-hang	TMDC Member
Ms TSE Yuk-ling	TMDC Member
Mr KWONG Man-tik	TMDC Member
Mr CHUNG Kin-fung	TMDC Member
Mr NG Sui-lun	Co-opted Member
Mr CHOW Yiu-kei	Co-opted Member
Mr YEUNG Hok-hang	Co-opted Member

Ms HO Lok-man, Phoebe (Secretary)

Executive Officer I (District Council)2,  
Tuen Mun District Office, Home Affairs Department

### **By Invitation**

Ms NG Ka-wai, Annisa

Senior Engineer 15/Works,  
Highways Department

Mr HSIE Kwun-kuen, Joe

Senior Engineer/Walkability 1,  
Transport Department

Miss LAM Wing-ching, Larissa

Engineer 7/Walkability,  
Transport Department

Mr CHOCK Chi-tung

Senior Engineer 6/Universal Accessibility,  
Highways Department

Mr Sam TANG

Deputy Project Manager,  
Mannings (Asia) Consultants Ltd.

Mr James TSANG

Senior Resident Engineer,  
Mannings (Asia) Consultants Ltd.

Mr CY SHIU

Resident Engineer,  
Mannings (Asia) Consultants Ltd.

Mr Gary CHAN

Design Director,  
Ho & Partners Architects

Ms Joy TANG

Senior Project Manager,  
WCWP International Limited

### **In Attendance**

Miss CHEN Wai-tik, Wendy

Assistant District Officer (Tuen Mun)1,  
Home Affairs Department

Mr LAM Wai-cheong, Stanley

Senior Executive Officer (District Management),  
Tuen Mun District Office, Home Affairs Department

Mr CHAN Shun-king

Senior Inspector of Works,  
Tuen Mun District Office, Home Affairs Department

Mr LAM Lok-hang, Kelvin

Liaison Officer i/c (District Facilities),  
Tuen Mun District Office, Home Affairs Department

Ms HUI Ka-wai, Minerva

Senior Architect (Works)2, Works Section,  
Headquarters, Division II, Home Affairs Department

Mr SHUM Kai-shing

Engineer/15 (West),  
Civil Engineering and Development Department

Mr CHAN Pui-shing, Michael	Project Coordinator/Tuen Mun, Drainage Services Department
Mr LAU Tin-ming	Assistant District Engineer/Tuen Mun (East), Highways Department
Mr KAM Hok-chun, Jorgen	District Operations Officer, District Operations Office (Tuen Mun District), Hong Kong Police Force
Ms CHANG Yuet-ming, Charlene	Administrative Assistant/Lands (District Lands Office, Tuen Mun), Lands Department
Ms TSENG Chieh, Elsa	District Leisure Manager (Tuen Mun), Leisure and Cultural Services Department
Ms LEUNG Fung-shan, Alice	Deputy District Leisure Manager (District Support) Tuen Mun, Leisure and Cultural Services Department
Ms LAW Lai-chun, Gladys	Senior Executive Officer (Planning) <sup>32</sup> , Leisure and Cultural Services Department
Ms CHUNG Kan-hei	Senior Manager (New Territories West) Promotion, Leisure and Cultural Services Department
Ms LEE Wing-yee	Manager (New Territories West) Marketing & District Activities, Leisure and Cultural Services Department
Miss CHEUNG Yuet-ming	Senior Librarian (Tuen Mun), Leisure and Cultural Services Department
Ms LIU Mei-fong, Kennie	Senior Town Planner/Tuen Mun 1, Planning Department
Mr YIU Ka-lap	Engineer/New Territories West (Distribution 2), Water Supplies Department

## **I. Opening Remarks**

The Chairman welcomed all present to the 7<sup>th</sup> meeting of the District Facilities and Works Committee (2024-2027) (DFWC).

## **II. Absence from Meeting**

2. The Secretary reported that no applications for leave of absence from Members were received.

## **III. Confirmation of Minutes of the Last Meeting**

3. The Chairman said that the draft minutes of the 6<sup>th</sup> DFWC (2024-2027) meeting had been sent to all attendees for perusal earlier, and the Secretariat did not receive any proposed amendments thereafter.

4. As Members had no other comments, the Chairman announced that the above minutes were confirmed.

## **IV. Discussion Items**

### **(A) New Round of “Provision of Covers on Walkways” Programme (DFWC Paper No. 1/2025)**

5. The Chairman welcomed Mr Joe HSIE, Senior Engineer/Walkability 1, Miss Larissa LAM, Engineer 7/Walkability, of the Transport Department (TD); and Ms Annisa NG, Senior Engineer 15/Works of the Highways Department (HyD) to the meeting.

6. Mr Joe HSIE of the TD and Ms Annisa NG of the HyD introduced the background, mechanism, alignment proposed by the Government, and implementation procedures of the captioned works to Members.

7. Members raised opinions and enquiries regarding the captioned matter, summarised as follows:

(a) Members enquired about the earliest projected completion time for adopting the Government’s proposal versus alternative proposals;

- (b) Members expressed support for the alignment proposed by the Government;
- (c) Members noted that the TMDC had proposed adding a cover to the relevant road section even before the completion of the Tuen Mun Northwest Swimming Pool, and with Moon Tin Estate soon to be occupied, along with nearby clinics and elderly care homes, pedestrian traffic in the area was expected to increase significantly. Therefore, they suggested the departments study the extension of the alignment to Moon Tin Estate within the budget limit for a Category D project, benefiting Moon Tin Estate residents and more citizens;
- (d) Members believed that the departments had conducted thorough research on the proposed alignment, and considering pedestrian flow and feasibility at the selected location, supported expediting the project to benefit local residents, students, and parents;
- (e) Members stated that with the development of Tuen Mun North, the district had seen considerable changes, such as the construction of Home Ownership Scheme/public housing near Moon Tin Estate and Ching Tin Estate, which would significantly increase the usage rate of the relevant road section. They hoped the construction process could be streamlined for early completion to benefit the public;
- (f) Members reflected public and media concerns about project costs, hoping the necessary works could be completed in a cost-effective manner to create a value-for-money community facility;
- (g) Members enquired whether, alongside advancing the alignment proposed by the Government, an additional suitable location for adding a cover could be selected for simultaneous study and implementation;
- (h) Members enquired whether, if the alignment proposed by the Government was implemented, there would be space and resources during the construction period to pursue other projects for provision of covers on walkways;
- (i) Members considered it challenging to propose an alternative proposal within the limited time of this meeting. They suggested that the TD, the HyD, and the Tuen Mun District Office (TMDO) provide detailed information through a special meeting or supplementary documents on alignment suggested by the

TMDC and local stakeholders in the past, as well as the progress of related studies or works, to facilitate follow-up discussions by Members;

- (j) Members hoped the departments could provide objective data on previously considered alignments, such as pedestrian flow, footpath width, and underground conditions, for Members' reference and consideration;
- (k) Members hoped the Government would continue studying multiple previously proposed locations to address public demands;
- (l) Members enquired whether relevant departments had a mechanism or list detailing all previously proposed alignments (including those considered under the District Minor Works Programme), along with their feasibility, costs, and cost-effectiveness, for Members' reference, to help explain the situation to the public. Also, they noted that with limited financial resources, such information would assist in selecting the most suitable, feasible, and cost-effective projects for future implementation;
- (m) Members enquired whether the pedestrian pathway from Parklane Square via Tuen Hing Road to New Town Commercial Arcade was one of the road sections under study by the TMDO for adding a cover. They noted that this road section had very high pedestrian traffic and would be worth considering for provision of a cover; and
- (n) Members relayed public opinions suggesting provision of covers on the walkways near Stewards Ma Kam Ming Charitable Foundation Ma Ko Pan Memorial College along Tsun Wen Road, and from Light Rail Ho Tin Stop to the intersection next to Tai Hing Garden.

8. Mr Joe HSIE of the TD gave a consolidated response to Members' views as follows:

- (a) Based on experience from the first phase of the programme, it took approximately five to six years to complete such projects from the decision on the chosen proposal. This included about three to four years for design, consultation, and tendering, followed by roughly two years for construction, with the time for funding applications already factored in. As the completed or ongoing projects from the first phase were funded under the funding for Category D projects, no Legislative Council approval was required. If a

project's budget exceeded the limit for a Category D project (i.e., \$50 million), Legislative Council approval would be required, thus extending the completion timeline beyond five to six years;

- (b) He clarified that the new phase of the programme would select only one suitable pedestrian pathway in the Tuen Mun District for provision of a walkway cover. If Members believed there were other locations or alignment options more suitable than the Government's proposal, they would be welcome to submit suggestions for further review and study by the TD and the HyD;
- (c) The Department would study the feasibility of extending the alignment to Moon Tin Estate within the budget limit for a Category D project;
- (d) He would provide supplementary data on previously considered alignments after the meeting for Members' reference; and
- (e) The new phase of the programme was one of the measures included in the 2019 Policy Address, and the Government had not yet announced plans for a subsequent phase. Generally, provision of a walkway cover could be pursued through various channels. Apart from special programmes initiated under the Policy Address, if a section's peak hourly pedestrian flow reached 3 000, the works for provision of a walkway cover could proceed under the TD's existing mechanism. In addition, some works were implemented under the District Minor Works Programme. In large-scale development projects, suggestions for provision of covers on walkways would also be made to works departments or developers.

[Post-meeting note: Supplementary information provided by the TD and the HyD was distributed to all Members for reference on 19 February 2025.]

9. Ms Annisa NG of the HyD gave a consolidated response to Members' views as follows:

- (a) The Department would study the feasibility of extending the alignment to Moon Tin Estate; and
- (b) Regarding project costs, the Department would adopt a pragmatic approach to implement an effective and cost-efficient project.

10. Mr Kelvin LAM of the TMDO gave a consolidated response to Members' views as follows:

- (a) After the meeting, supplementary information would be provided to Members regarding the walkway cover projects currently being followed up by the TMDO. If necessary, the required information would also be provided to the HyD;
- (b) The suggestion for provision of a cover on the walkway from Parklane Square via Tuen Hing Road to New Town Commercial Arcade was discussed in previous TMDC meetings. As the footbridge was not designed to support the weight of a walkway cover, it was difficult to pursue this suggestion; relevant study records would be reviewed after the meeting, and supplementary information would be provided to the concerned Members; and
- (c) After the meeting, a review would be conducted to determine whether studies on provision of covers on the road sections at Tsun Wen Road and Light Rail Ho Tin Stop were previously undertaken, with supplementary information to be provided to the concerned Members thereafter.

11. The Chairman concluded that Members reached a consensus in supporting the alignment proposed by the Government and raised several opinions, with the key points as follows: (i) suggesting that project costs be minimised as much as possible, aiming for simplicity and practicality; and (ii) suggesting that the feasibility of extending the alignment to Moon Tin Estate be studied, provided that the budget would not exceed the limit for a Category D project. In addition, he requested the TMDO to compile information on walkway cover projects currently under study and follow-up within the District Minor Works Programme, enabling Members to gain a clearer understanding of the overall progress of such projects in the Tuen Mun District.

TMDO

[Post-meeting note: Supplementary information provided by the TMDO was distributed to all Members for reference on 14 March 2025.]

**(B) Updates on the Lift Installation at Footbridge across Ming Kum Road near King Wah House, Shan King Estate, Tuen Mun (Structure No. NF94), under the Third Phase of the “Universal Accessibility” Programme (DFWC Paper No. 2/2025)**



12. The Chairman welcomed Mr CHOCK Chi-tung, Senior Engineer 6/Universal Accessibility of the HyD; and Mr Sam TANG, Deputy Project Manager, Mr James TSANG, Senior Resident Engineer, and Mr CY SHIU, Resident Engineer, of Mannings (Asia) Consultants Ltd. (the Consultant) to the meeting.

13. Mr CHOCK Chi-tung of the HyD and Mr Sam TANG of the Consultant introduced the latest updates regarding the captioned works to Members with the aid of PowerPoint slides (see annex).

14. Members raised opinions and enquiries regarding the captioned matter, summarised as follows:

- (a) Members enquired whether the proposal for the captioned works had received preliminary consent from MTR Corporation;
- (b) Members noted that the location of the captioned works was close to the boundary of Shan King Estate, and enquired whether the Shan King Estate Owners' Corporation and the property management office of Shan King Estate understood the impact of the works on nearby walls, foundations, and the big-leaved fig within the estate, and whether they had agreed to the commencement of the works;
- (c) Members stated that due to the captioned works, the nearby cycle tracks and footpaths had been enclosed for over two years, and this section served as an important route for residents of Shan King Estate, Tsing Shan Tsuen, and Yeung Siu Hang Tsuen to access the nearby Light Rail stops. Therefore, they enquired whether the affected residents were consulted regarding the proposal. Also, Members considered the enclosure arrangement unsatisfactory and hoped the project team would further explain the complexities of the works to residents;
- (d) Members hoped the Government could complete the captioned works within three years as scheduled;
- (e) Members pointed out that the lift in the alternative proposal would include an exit leading to Shan King Estate, replacing the original staircase exit, and some Shan King Estate residents were concerned that this design might affect their daily lives. Therefore, Members suggested that the project team maintain close

communication with the Shan King Estate Owners' Corporation and resident representatives before commencing the works to address their concerns;

- (f) Members expressed support for the captioned project and proposal, noting that, based on public interests and without affecting residents' daily lives or leisure areas, adding a lift would indeed facilitate access for wheelchair users and individuals with mobility impairments;
- (g) Members considered that given the geographical constraints, the captioned works faced certain challenges, and expressed appreciation for the project team's efforts in studying feasible options; and
- (h) Members enquired whether the captioned works would affect the structural integrity of the wall near the big-leaved fig, hoping the project team would undertake appropriate repairs or reinforcement works.

15. Mr CY SHIU of the Consultant gave a consolidated response to Members' views as follows:

- (a) MTR Corporation had given preliminary consent to the proposal;
- (b) The additional lift would not encroach upon the boundary of Shan King Estate, and the project team had consulted the Owners' Corporation and the property management office of Shan King Estate regarding the alternative proposal and obtained their consent. They had also agreed to allow the project team to trim the big-leaved fig in the estate, if necessary;
- (c) At the exit on ground level where the lift would be added, a small retaining wall would be constructed to reinforce the slope beneath the existing footbridge, ensuring the safety of the pedestrian pathway; and
- (d) Given the geographical constraints of the site, the entire project was expected to take approximately three years. However, the project team would closely monitor the progress and adjust the construction plan as needed in response to on-site conditions, aiming to complete the works as early as possible.

16. Mr CHOCK Chi-tung of the HyD stated that the Department would enhance communication with local stakeholders during the construction period, maintaining close contact with the Owners' Corporation and the property management office of

Shan King Estate. The Department would provide timely notifications regarding the commencement date of the works and temporary traffic arrangements, aiming to minimise the impact on residents during the construction period.

17. The Chairman stated that residents of Shan King Estate were concerned about the impact of the captioned works on the security of the estate. He requested the HyD and the Consultant to effectively consult stakeholders and maintain close communication with the Owners' Corporation and the property management office of Shan King Estate during the construction period.

18. A Member reported having used the lift at the footbridge (Structure No.: NF150) near Light Rail Nai Wai Stop and found it unresponsive, hoping the Department would enhance testing of facility.

19. Mr CHOCK Chi-tung of the HyD noted Member's opinions and stated that the matter would be followed up.

**(C) Proposal for a Waterfront Boardwalk from Castle Peak Beach to Kadoorie Beach**  
**(DFWC Paper No. 3/2025)**  
**(Written Response from the Civil Engineering and Development Department)**

20. The Chairman stated that the Secretariat had received a written response from the Civil Engineering and Development Department (CEDD) regarding the captioned paper, which was distributed to all Members via email prior to the meeting for their reference. In addition, the Secretariat had sent letters to the Development Bureau (DEVB) and the Culture, Sports and Tourism Bureau (CSTB) regarding the above matter, inviting representatives from these bureaux to attend this meeting. Subsequently, the DEVB and the CSTB replied that the proposal for a waterfront boardwalk fell outside their purview.

21. Mr SHUM Kai-shing of the CEDD stated that the Department had provided a written response regarding the third suggestion in the paper. The cycle track from Tuen Mun to Tsuen Wan Bayview Garden (including the section from So Kwun Wat to Sam Shing) was currently in the planning stage. The Government would continue to review the prioritisation of planned projects and make appropriate adjustments to their implementation progress based on the latest developments, including policy changes and the Government's financial situation.

22. Members raised opinions and enquiries regarding the captioned matter, summarised as follows:

- (a) Members stated that the purpose of the first suggestion in the paper was to promote the tourism attractions of the Tuen Mun District, allowing more people from outside the district to learn about the community. They noted that Tuen Mun was uniquely endowed with excellent bays and rich historical and cultural advantages, but regretted that the CSTB did not respond to the suggestion. Members further pointed out that Hong Kong had several waterfronts with pedestrian promenades, and the Government had ample relevant experience, enquiring whether the CEDD could respond to the second suggestion in the paper. If necessary, they hoped the suggestion could be referred to the District Management Committee or a committee chaired by the Chief Secretary for Administration or Deputy Chief Secretary for Administration for handling;
- (b) Members stated that last month, Legislative Council members from the Hong Kong Federation of Trade Unions had raised tourism suggestions for the 18 districts to the Government. The attendees included the Deputy Chief Secretary for Administration, the Under Secretary for Home and Youth Affairs, and representatives from the CSTB. They noted that the paper pertained to boosting the economy and promoting local tourism, hoping the District Officer (Tuen Mun) (DO) could assist in conveying these opinions to the Government;
- (c) Members expressed surprise at the responses from the DEVB and the CSTB, noting that the Government promoted the concept of “tourism is everywhere”, but when the TMDC relayed public opinions upwards, the departments operated in silos, claiming the suggestion fell outside their purview. Members hoped Miss Wendy CHEN, Assistant District Officer (Tuen Mun)<sup>1</sup>, could work with the DO to explore ways to handle and coordinate the matter;
- (d) Members expressed support for the paper’s suggestions to promote “tourism is everywhere” and marine economy as a general direction, but hoped the Government would consider the potential impact on local stakeholders (including fishermen) when studying such projects. Also, they considered Castle Peak Bay a fine fishing port and suggested that incorporating fishing port elements into the proposal to assist fishermen in transitioning could be promising;

- (e) Members stated that walking from Kadoorie Beach along the hillside to Castle Peak Bay Beach was currently quite difficult, supporting the suggestion to build a waterfront boardwalk suitable for family and tourism activities;
- (f) Members expressed support for the waterfront boardwalk suggestion, believing that any proposal facilitating residents, enhancing their quality of life, and contributing to tourism and marine economy development in the Tuen Mun District merited government consideration;
- (g) Members stated that cycle tracks helped promote local tourism, hoping departments would expedite the completion of the New Territories Cycle Track Network and release more information to the public;
- (h) Members noted the locations of the cycle tracks under planning, mentioning that one plot of land was to be re-tendered for use as a car park. Therefore, they were concerned that the cycle track project might be delayed or shelved, and enquired about the expected completion date of the cycle track works; and
- (i) Members stated that the usage of the land opposite Aegean Coast had changed multiple times over the years due to the cycle track project, reflecting public concern about the project's implementation timeline. They hoped the use of the land could be finalised soon, and asked about the latest progress of the project.

23. Mr SHUM Kai-shing of the CEDD stated that further information regarding the cycle track project would be provided after the meeting.

[Post-meeting note: The CEDD, the District Lands Office, Tuen Mun, of the Lands Department (DLO), and the Leisure and Cultural Services Department (LCSD) provided supplementary information after the meeting, stating that the cycle track between Tsuen Wan and Tuen Mun under the New Territories Cycle Track Network was being implemented in phases. The Tsuen Wan waterfront section (Advance Works) was fully opened for public use in July 2021. The remaining section of cycle track between Tsuen Wan Bayview Garden and Tuen Mun was currently under planning. The proposed cycle track alignment and its ancillary facilities opposite Aegean Coast would primarily be constructed along the existing eastbound lane of Castle Peak Road, occupying only a portion of the roadside land. The remaining portion of this government land would be used for developing a leisure park. The Government would continue to review the prioritisation of the works under planning

and make appropriate adjustments to the implementation progress of the cycle track works and the leisure park development based on the latest development, including policy changes and the Government's financial situation.]

24. The Chairman stated that, as no department had responded to the suggestion of constructing a waterfront boardwalk, he hoped that Miss Wendy CHEN, Assistant District Officer (Tuen Mun)<sup>1</sup>, would relay the situation to the DO and discuss follow-up approaches. He invited Miss Wendy CHEN, Assistant District Officer (Tuen Mun)<sup>1</sup>, to respond.

25. Miss Wendy CHEN, Assistant District Officer (Tuen Mun)<sup>1</sup>, stated that regarding this novel suggestion, the TMDO and the Secretariat had referenced similar projects and attempted to contact relevant departments, but no responsible department had been identified yet. She would discuss follow-up approaches for this matter with the DO after the meeting.

26. The Chairman stated that the DFWC would continue to discuss this topic. He hoped that, with the assistance of the TMDO, the responsible department could be identified and invited to attend the next DFWC meeting for follow-up discussions.

**(D) Proposal to Improve Signage within the Cultural Square Area  
(DFWC Paper No. 4/2025)**

27. The Chairman stated that the Secretariat had made enquiries regarding the captioned matter to multiple government departments, including the DLO, the LCSD, the TD, the HyD, and the Architectural Services Department (ArchSD). The DLO responded that the area in question consisted of unleased and unallocated government land, and it would carry out periodic basic maintenance of the vegetation in that area as needed. Regarding the suggestion to replace signage, due to the age of the signage, no records could be found for identifying the department responsible for its installation and maintenance. In this regard, the departments would continue to negotiate arrangements for replacing the signage.

28. Members raised opinions and enquiries regarding the captioned matter, summarised as follows:

- (a) Members stated that there was high pedestrian traffic near Tuen Mun Cultural Square, and due to unclear signage, members of the public from outside the district and Mainland tourists frequently asked for directions to Light Rail stops,

cross-boundary coach termini, and barrier-free access. They enquired whether the LCSD could take responsibility for the signage improvement works;

- (b) Members enquired about the department responsible for managing the site, suggesting that the management and maintenance of signage should fall under the department overseeing the site, and proposed checking the land lease to identify the responsible department to follow up on the matter;
- (c) Members stated that there were many signposts in the Tuen Mun District, some of which had faded, and enquired about the department responsible for their maintenance and repairs, as well as the frequency of inspections;
- (d) Members enquired about the liable party of an accident caused by the signage, noting that the faded ones had lost their functionality, and hoped the Government would address the situation seriously;
- (e) Members stated that, based on the style of the signage, it was likely to be installed between the late 1980s and early 1990s. Also, they expressed disbelief that records of the signage installation could not be found, given Hong Kong's robust record-keeping system;
- (f) Members suggested referring to Macao's approach by installing more aesthetically pleasing signage to create new check-in spots; and
- (g) Members suggested that during installation, departments include their names on signage to facilitate future follow-ups.

29. Ms Elsa TSENG of the LCSD gave a consolidated response to Members' views as follows:

- (a) Tuen Mun Cultural Square was managed by the LCSD, but the location of the signage in question was not within the boundaries of Tuen Mun Cultural Square. As stated in the DLO's response, such area consisted of unleased and unallocated government land, and the DLO would arrange vegetation maintenance as needed; and
- (b) The Department planned to refurbish the signage within Tuen Mun Cultural Square in the next financial year and welcomed suggestions on improvement from Members.

30. The Chairman requested the LCSD to enhance the signage within Tuen Mun Cultural Square, noting that if further information on new signage became available, it could be provided to Members for reference and brainstorming to incorporate innovative elements, serving not only to provide clear directions for visitors but also to create check-in spots.

31. The Chairman further stated that unleased and unallocated government land should be managed by the DLO. Therefore, the DLO was responsible for addressing the issue of signage within that area.

32. Ms Charlene CHANG of the DLO stated that the site was an unleased and unallocated government land, meaning it had not yet been assigned to any government department for management or maintenance. The DLO would, in accordance with Development Bureau Technical Circulars (Works) No. 6/2015, carry out periodic maintenance of the vegetation on this land. After reviewing records, the DLO could not find any information regarding the signage. In this regard, the DLO would coordinate with the TMDO and continue to liaise with relevant works departments to arrange a one-off replacement of the signage. Any further updates would be provided to Members after the meeting.

33. The Chairman stated that the signage was located on government land managed by the DLO, and thus the DLO should be responsible for follow-up actions. He hoped the DLO would arrange to clear the weeds in the area and study solutions for the signage issue, such as first removing the existing signage and then arranging for the installation of new ones.

34. The first proposer of the paper stated that complaints had been received from the public indicating that the signage in question was unclear and had lost the indicator function, hoping the DLO could follow up and address the issue.

35. The Chairman stated that Members had fully expressed their views on the captioned matter and hoped the DLO would follow up, requesting assistance from the TMDO if necessary.

DLO

[Post-meeting note: The DLO provided supplementary information after the meeting, stating that to avoid inconvenience to the public, the DLO would first arrange for the removal of the existing signage and then plan, in collaboration with the TMDO, to study the arrangements for installing new signage in the next financial year.]



**(E) Replacement of Light Troughs at Lam Tei Footbridge and Sealing of Connection Gaps along the Footbridge**  
**(DFWC Paper No. 5/2025)**  
**(Written Response from the Highways Department)**

36. The Chairman stated that the Secretariat had received a written response from the HyD regarding the captioned paper, which had been distributed to all Members via email prior to the meeting for their reference.

37. The first proposer of the paper stated that he started following up on the hygiene issues of the Lam Tei footbridge early last year, during which various improvement methods were studied, but they yielded little effect. He pointed out that the location shown in the photos in the paper had 24 bird nests, which was not a satisfactory situation, and hoped the HyD could complete the relevant improvement works as soon as possible.

38. Members raised opinions and enquiries regarding the captioned matter, summarised as follows:

- (a) Members hoped to conduct an on-site inspection to understand the new design of the light troughs and enquired about the expected completion time for installing netting at the gaps between the bridge sections;
- (b) Members stated that the feral pigeon problem at the Lam Tei footbridge was severe, causing inconvenience to the public. They hoped that while the Department carried out the relevant improvement works, it would also strengthen efforts to combat illegal feeding of wild animals;
- (c) Members hoped the Department would proactively address other locations in the Tuen Mun District with similar issues and improve the situation as soon as possible; and
- (d) Members hoped the Department would enhance the cleaning of the footbridge structure and ground surface of the footbridge to address environmental hygiene issues arising from feral pigeon droppings.

39. Mr LAU Tin-ming of the HyD gave a consolidated response to Members' views as follows:

- (a) The Department began installing netting at the gaps between the relevant bridge sections in December 2024 to prevent feral pigeons from entering, and further information on the progress of these works would be provided after the meeting; and
- (b) The Department had contacted the Agriculture, Fisheries and Conservation Department (AFCD) and the Food and Environmental Hygiene Department (FEHD), requesting both departments to strengthen enforcement against illegal feeding of pigeons at the relevant locations of the Lam Tei footbridge, and had asked the AFCD to hang promotional banners on the footbridge. In addition, the AFCD planned to hold a public education programme in early 2025, using street counters to educate the public on the importance of not feeding feral pigeons.

[Post-meeting note: Supplementary information provided by the HyD was distributed to all Members for reference on 25 February 2025.]

40. The Chairman requested the HyD to convey Members' opinions to the FEHD and relevant departments, urging them to enhance the cleaning of the footbridge, promptly erect warning signs at blackspots frequented by feral pigeons, and take enforcement actions against individuals violating feeding ban regulations.

**(F) Proposal to Add Babycare Rooms and Community Facilities for Infants and Young Children**

**(DFWC Paper No. 6/2025)**

**(Written Response from the Leisure and Cultural Services Department)**

41. The Chairman stated that the Secretariat had received a written response from the LCSD regarding the aforementioned document, which had been distributed to all Members via email prior to the meeting for their reference.

42. Ms Elsa TSENG of the LCSD stated that, when planning the construction of new large-scale recreational and cultural facilities or undertaking major venue refurbishments, the Department would, where feasible, add facilities such as babycare rooms, toilets and washbasins suitable for use by children, and nappy changing tables to facilitate public use.

43. The first proposer of the paper enquired about information regarding baby care rooms in public venues under the administration of the TMDO, including community halls and community centres.

44. Mr Stanley LAM of the TMDO stated that Lung Yat Community Hall, Siu Lun Community Hall, and the Fa Pau Exhibition Hall were all equipped with baby care rooms. When community halls or centres underwent major repairs, the TMDO could discuss with relevant works departments to study the feasibility of adding baby care rooms.

45. Members raised opinions and enquiries regarding the captioned matter, summarised as follows:

- (a) Members suggested that the LCSD consider adding more baby care rooms and facilities suitable for infants and toddlers when constructing new recreational facilities in the future;
- (b) Members enquired whether libraries in the Tuen Mun District had baby care rooms and children recreation facilities, as well as the timeline for major refurbishment works in district libraries. They believed that adding or improving facilities for infants and toddlers would encourage parents to bring toddlers to libraries for hands-on learning;
- (c) Members commended the LCSD for providing suitable spaces for public use upon request, even at venues without baby care rooms. They suggested enhancing publicity for these services to raise public awareness of such arrangements;
- (d) Members pointed to Hong Kong's declining birth rate and hoped for a family-friendly environment to encourage childbirth. They noted that Tuen Mun currently had only one children's play room, located at Siu Lun Sports Centre, which, due to high demand, had long waiting times and limited availability, thus suggesting adding more such facilities across Tuen Mun to meet the needs of residents;
- (e) To align with family-friendly policies, Members suggested increasing the number of baby care rooms and facilities for infants and toddlers. They noted that men also need nursing spaces and suggested the Government refer to private

mall design, ensuring that expansions of family-friendly facilities would cater to the needs of both women and men;

- (f) In addition to toilets for use by children, Members suggested adopting the similar arrangements for certain large public spaces, where sufficient privacy was offered for nursing purposes for parents and toddlers in an area adjacent to indoor or outdoor parent-child play areas;
- (g) Members enquired how the Government promoted and popularised the breastfeeding policy. They noted that Tuen Mun's growing population increased the demand for baby care rooms and facilities for infants and toddlers, enquiring whether there was a specific ratio between the number of nursing facilities in government venues and the district's population, and how such facilities could be promoted in private malls to make them easier for the public to locate;
- (h) Members suggested the Government consider exempting infant and breastfeeding facilities from the calculation of private mall construction areas to encourage developers to install such family-friendly facilities;
- (i) Members suggested the Government study the use of mobile applications (e.g. "iAM Smart") to provide users with information and locations of nearby baby care rooms and facilities for infants and toddlers; and
- (j) Members stated that current public baby care facilities were generally "multi-purpose rooms" used for breastfeeding, nappy changing, and other purposes, but the longer time required for breastfeeding reduced their efficiency. Therefore, they suggested considering the establishment of breastfeeding facilities that could accommodate multiple users simultaneously to reduce waiting times, and setting up separate facilities for nappy changing and other nursing needs to avoid awkward situations for male users.

46. Miss CHEUNG Yuet-ming of the LCSD stated that when constructing new libraries or undertaking comprehensive refurbishment works, the Department would include baby care rooms and reading spaces suitable for family co-reading or other activities. Currently, more than ten newly built or refurbished libraries in Hong Kong were equipped with baby care rooms, and the accessible toilet in Tuen Mun Public Library also featured a foldable nappy changing table. In response to public

needs, the Department would make flexible arrangements to provide suitable spaces for public use.

[Post-meeting note: The LCSD provided supplementary information after the meeting, stating that there was no timeline for major refurbishment works at public libraries in the Tuen Mun District. Subject to operational needs and available resources, appropriate improvement works would be carried out to enhance facilities and services.]

47. Ms Elsa TSENG of the LCSD gave a consolidated response to Members' views as follows:

- (a) The children's play room at Siu Lun Sports Centre was currently very popular with the public. As existing sports centres were built many years ago without such facilities, the Department would include children's play rooms when planning new sports centres;
- (b) Existing recreational facilities, such as swimming pools, were equipped with family changing rooms. Some male washrooms with sufficient space had toddler urinals, and certain venues also featured gender-neutral accessible toilets to facilitate male users for nursing purposes; and
- (c) The Department noted Members' opinions and, where feasible, would consider adding more breastfeeding rooms or installing partitions. It would also align with government policies, striving to incorporate more family-friendly facilities when planning new venues in the future.

48. Mr Stanley LAM of the TMDO stated that discussions were underway with the ArchSD regarding major refurbishment works for some community halls/centres later this year, and the TMDO would collaborate with the ArchSD and other works departments to study the feasibility of adding baby care rooms.

49. The Chairman requested the LCSD and the TMDO to consider Members' opinions.

## **V. Items for Information**

### **(A) Report from the Leisure and Cultural Services Department**

**(i) Report on Utilisation Situation of Tuen Mun Town Hall  
(DFWC Paper No. 7/2025)**

50. Members noted the content of the paper.

**(ii) Report on Utilisation Situation of Public Libraries in Tuen Mun District  
(DFWC Paper No. 8/2025)**

51. Members noted the content of the paper.

**(iii) Report on Management of Recreation, Sports and Passive Facilities in Tuen Mun District  
(DFWC Paper No. 9/2025)**

52. Members noted the content of the paper.

**(B) Progress Report on Other Government Departments' Works Projects  
(DFWC Paper No. 10/2025)**

**(i) Progress Report by the Drainage Services Department (DSD)**

53. Members noted the content of Annex I to the paper.

**(ii) Progress Report of Water Main Rehabilitation and Laying Works in the Tuen Mun District**

54. Members noted the content of Annex II to the paper.

55. Members raised opinions and enquiries regarding the captioned paper, summarised as follows:

- (a) Members noted that earlier this year, three underground water main burst incidents occurred on the same day in the area between Tsing Wui Street and Siu Lun Street in Tuen Mun, affecting fresh water and saltwater supplies as well as traffic. They enquired about the situation on the day of the incidents, the condition of the water mains involved, and follow-up arrangements; and

- (b) Members pointed out that from 2022 to mid-2024, ten underground water main bursts occurred in the Tuen Mun District, three of which were on Tuen Mun Heung Sze Wui Road, expressing concern about the frequency of these incidents. They supported the Department's review of priorities for improvement works and requested more information be provided to them. Members further mentioned that sonar technology was used in the Mainland to detect water main leakage risks and enquired about the Department's methods for assessing such risks.

56. Mr YIU Ka-lap of the Water Supplies Department (WSD) gave a consolidated response to Members' views as follows:

- (a) On 17 January 2025, the Department received three reports of water main leaks at Tsing Wui Street, Castle Peak Road near Tsing Hoi Circuit, and Siu Lun Street near the Tuen Mun Siu Lun Government Complex in Tuen Mun, affecting the fresh water and saltwater supplies along Castle Peak Road from Tuen Hing Road to Fu Fat Lane, as well as the saltwater supply at Siu Lun Street. The primary cause of these incidents was ageing mains, and to prevent future bursts due to deteriorating conditions, the Department disposed of 230 metres of high-risk mains during the works;
- (b) The Department would continue to adopt a risk-based water main asset management strategy, assessing the risk of water main bursts or leaks based on factors such as the age of the mains, materials, past burst and leakage records, surrounding environment, and the consequences of bursts or leaks, thereby prioritising improvement works for higher-risk mains;
- (c) In light of the aforementioned incidents, the Department would reassess the condition of water mains in the district under future contracts for risk-based water main improvement works, determining priorities for improvement works; and
- (d) The Department had installed noise loggers on Tuen Mun Heung Sze Wui Road to monitor the health condition of the water mains.

57. The Chairman requested the WSD to provide detailed information on the age of water mains in the Tuen Mun District and the progress of their replacement for Members' reference and follow-up. He hoped the Department would review the condition of water mains in the Tuen Mun District, arrange early replacement of high-

risk mains, and prevent sudden bursts to minimise impacts on residents and road users.

58. Mr YIU Ka-lap of the WSD stated that under the risk-based water main asset management strategy, the age of a water main was not the sole factor in determining replacement priorities. He noted that, following the Department's assessment, the highest-priority mains requiring replacement were listed in Annex II to the paper, including those on Tuen Mun Heung Sze Wui Road, Lung Mun Road, and Shek Pai Tau Road, which were of concern to Members. He added that the Department would arrange their replacement and maintenance under the term contracts for risk-based water main improvement works.

59. The Chairman invited Members to refer to the content of Annex II to the paper and, if necessary, to contact Mr YIU Ka-lap of the WSD directly.

**(C) Project Progress Report on “Sports Ground and Open Space with Public Vehicle Park in Area 16, Tuen Mun”  
(DFWC Paper No. 11/2025)**

60. Members noted the content of the paper.

61. Ms Charlene CHANG of the DLO stated that the office had issued a short-term tenancy proposal to Kowloon Motor Bus Company (1933) Limited (KMB) on 9 January 2025, with the short-term tenancy expected to be granted as early as the first quarter of 2025. In addition, on 20 January 2025, the DLO received comments from the DSD regarding a feasibility study on land use by Citybus Limited (Citybus), which were forwarded to Citybus for follow-up on the same day.

62. Members raised opinions and enquiries regarding the captioned matter, summarised as follows:

- (a) Members expressed gratitude to the LCSD, the TD, the DLO, and the DSD for providing documents to facilitate follow-up by Members. They hoped the departments could list more clearly the responsible department and time required for each step to help Members understand the project's progress;
- (b) Members enquired about the expected timeline for tendering the works and applying for funding from the Legislative Council Finance Committee (Finance Committee);



- (c) Members enquired about the time required for the departments to review the assessment report and related information submitted by Citybus, and suggested setting a target completion date for Citybus to expedite the approval process;
- (d) Members reflected public concern about the captioned works, hoping the sports ground could be completed at an early date;
- (e) Members pointed out that in 2017, the departments had applied to the Finance Committee for approximately \$50 million in funding for pre-construction works for the project, and enquired whether this allocation already included the costs of land formation after bus depot relocation;
- (f) Members enquired about which department led the implementation of the project. They noted that the two bus companies had not proactively contacted relevant government departments to identify suitable land for relocating the bus depots, and believed that the DLO should have the most data and relevant experience regarding available land. Therefore, they enquired about the role of the DLO; and
- (g) Members enquired about the necessity of relocating the bus depots within the Tuen Mun District.

63. Ms Gladys LAW of the LCSD gave a consolidated response to Members' views as follows:

- (a) Due to uncertainties in pre-construction work, including the dates for the relocation of the two bus depots from Tuen Mun Area 16, the LCSD would liaise with the ArchSD to determine the earliest possible time for tendering the works based on actual circumstances;
- (b) A funding application for the captioned works was submitted to the Finance Committee in 2017, but uncertainties arose due to the Tuen Mun South Extension project made the captioned works held over. As the proposed facilities under the project had changed, a new funding application would be submitted to the Finance Committee; and
- (c) Relevant departments, including the LCSD, the TD, and the DLO, had been actively assisting the two bus companies in identifying suitable land and

addressing issues encountered during the process. They hoped that the works would commence as soon as possible.

64. Ms Charlene CHANG of the DLO stated that, regarding the short-term tenancy proposal issued to KMB on 9 January 2025, if KMB accepted the terms and rental within 28 days from the date of the letter, under normal circumstances, the DLO could grant the short-term tenancy by March 2025 or earlier. As for Citybus, the DLO sent a letter to Citybus on 20 January 2025 to forward comments from the DSD, and requested a response from Citybus within one month.

65. Mr Michael CHAN of the DSD stated that the Department primarily provided advice to Citybus on the handling of underground trunk sewers and other critical facilities. Based on the technical information currently provided by Citybus, it was feasible to establish a bus depot at the Ho Wo Street site, and Citybus's next step was to address how to reinforce and protect the ground and underground facilities. If necessary, the Department would cooperate and assist in processing the application as soon as possible.

66. The Chairman summarised that the progress of the captioned works as follows: (i) the application for KMB's short-term tenancy was expected to be granted in the first quarter of 2025; and (ii) it was feasible for Citybus to establish a bus depot at the Ho Wo Street site. He hoped that further updates regarding the leasing of the Ho Wo Street site by the two bus companies would be available at the next DFWC meeting.

## **VI. Any Other Business and Date of Next Meeting**

67. A Member enquired about the progress of developing the land opposite Aegean Coast into a leisure park, and whether the Transport and Logistics Bureau (TLB) and the DEVB had responded to the letter previously sent by the DFWC regarding the topic "Proposal to Re-plan the Land Use in Tuen Mun for Relocation of Public Cargo Working Area in Area 16 to a More Suitable Location".

68. Ms Gladys LAW of the LCSD stated that the land opposite Aegean Coast had been reserved for development into a leisure park, and the Department would schedule the project under the District Minor Works Programme based on available resources and other circumstances.

69. The Secretary stated that the aforementioned letter was sent to the TLB and the DEVB on 22 August 2024, and no response had been received from the bureaux to date.

70. The Chairman requested the Secretary to follow up with the bureaux regarding the matter after the meeting.

71. There being no other business, the Chairman announced that the meeting closed at 5:31 p.m. The next meeting would be held on 18 March 2025 (Tuesday) at 2:30 p.m.

Tuen Mun District Council Secretariat

Date: February 2025

File Ref.: HAD TMDC/13/25/DFWC/25

# 「人人暢道通行」計劃

屯門區議會  
地區設施及工程委員會  
2025年1月21日會議

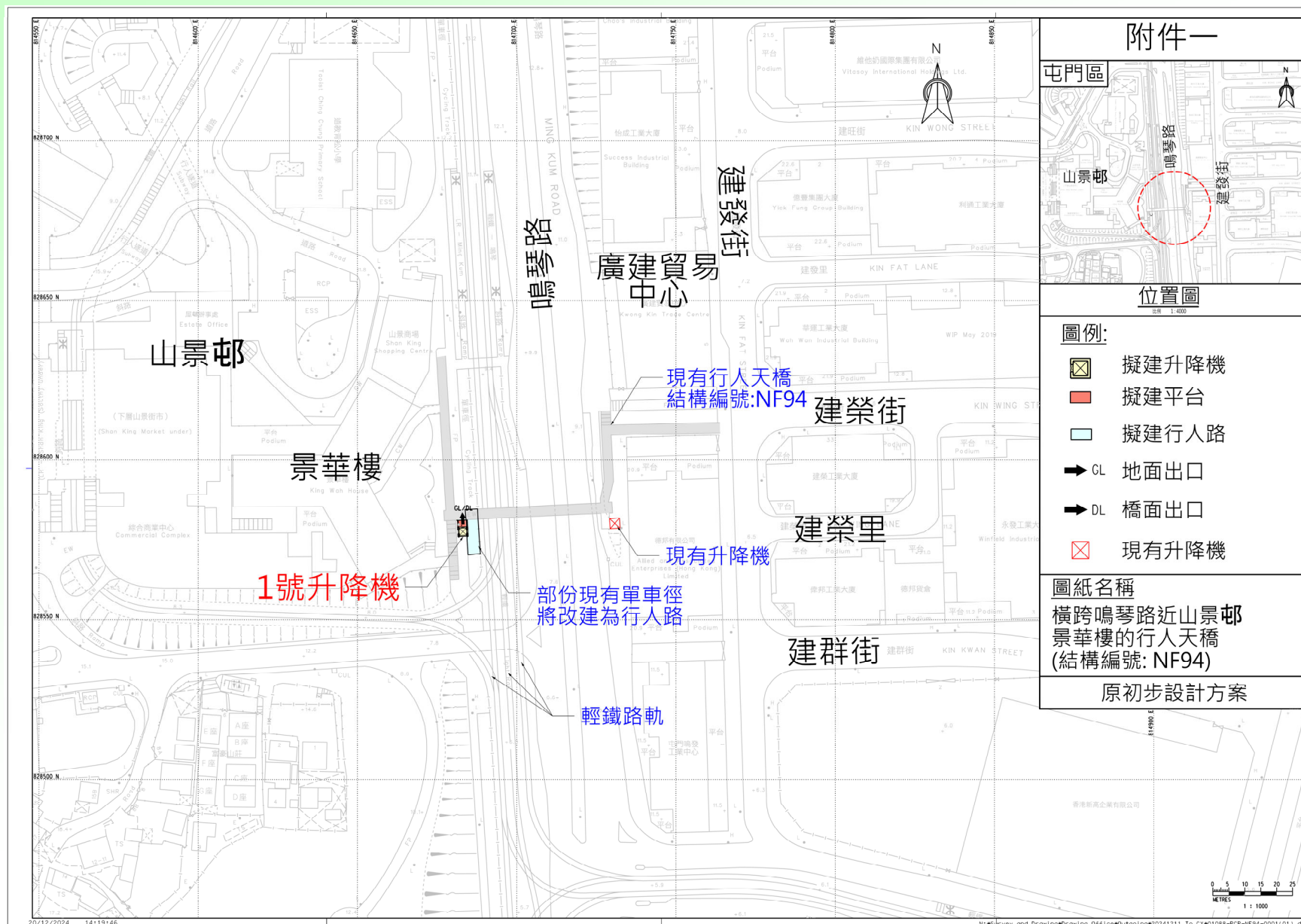
「人人暢道通行」計劃  
第三階段計劃

橫跨鳴琴路近山景邨景華樓的行人天橋(結構編號 NF94)  
加建升降機工程的  
最新情況

# 背景資料

- 本文件旨在向委員會匯報為橫跨鳴琴路近山景邨景華樓的行人天橋(結構編號NF94)加建升降機工程的最新情況。本文件亦就早前於2024年7月23日會議上的討論作出跟進。
- 按原來的初步設計方案(附件一)，加建升降機設於樓梯出口旁的行人路上。其後因遷移地下設施的工程非常複雜及考慮到相關持份者關注施工期間所帶來的不便及衛生隱患，故加建升降機的位置考慮改在毗鄰行人路的單車徑。
- 惟新位置更貼近輕鐵路軌，為加強保障公眾及鐵路安全，工程團隊多次與港鐵詳細商討方案的可行性和施工方法，惟仍未能在平衡技術要求及施工安排下就新設計方案達成共識，因此加建升降機的位置需再遷移。新建議的升降機將坐落於現有天橋樓梯位置(附件二)。

# 原初步設計方案 (見文件的附件一)



## 原初步設計方案 (見文件的附件一)



現時情況

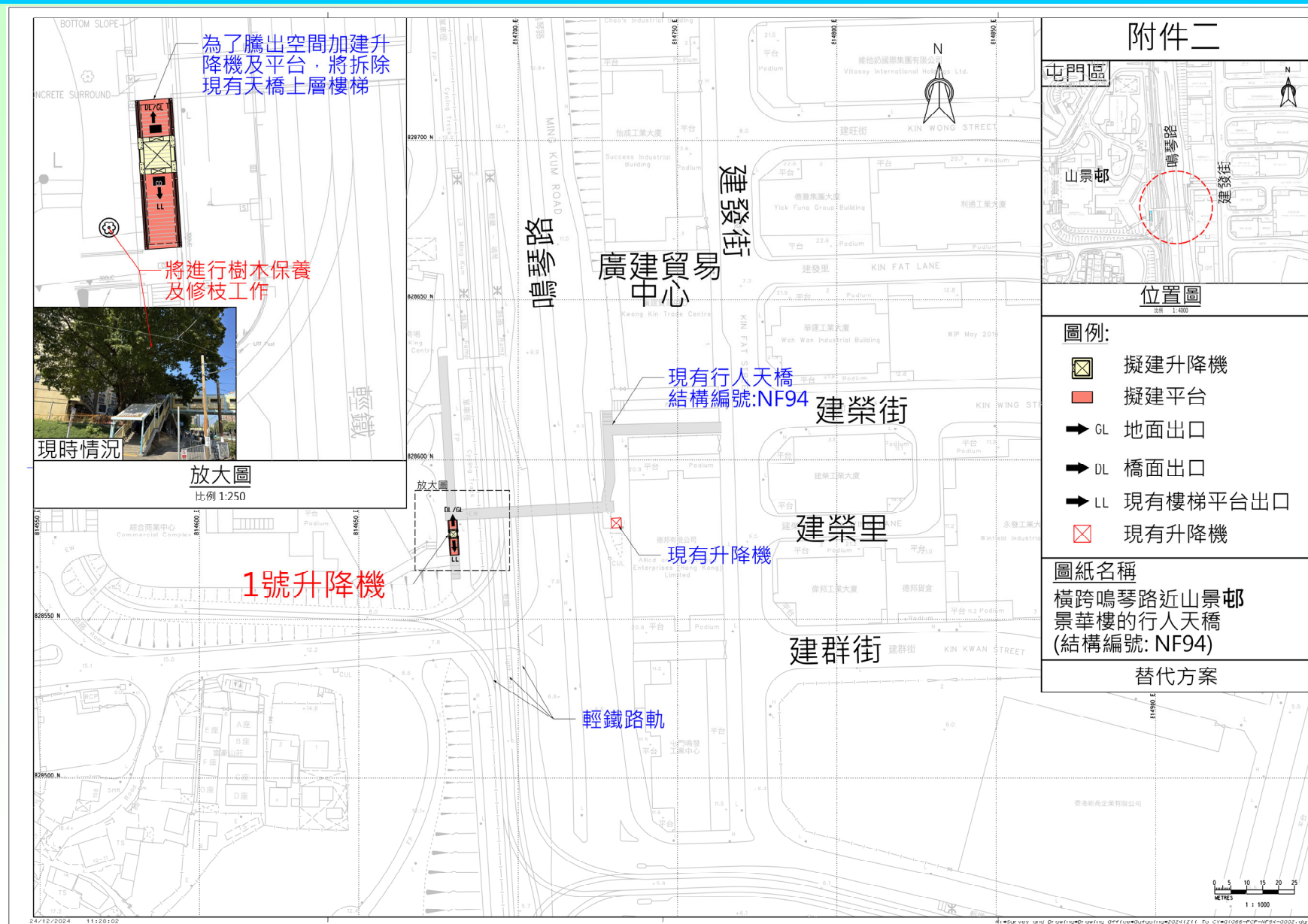


模擬完成圖(原初步設計方案)

NF94 - 1號升降機



# 替代設計方案 (見文件的附件二)





## 替代設計方案 (見文件的附件二)



模擬完成圖一



現時情況

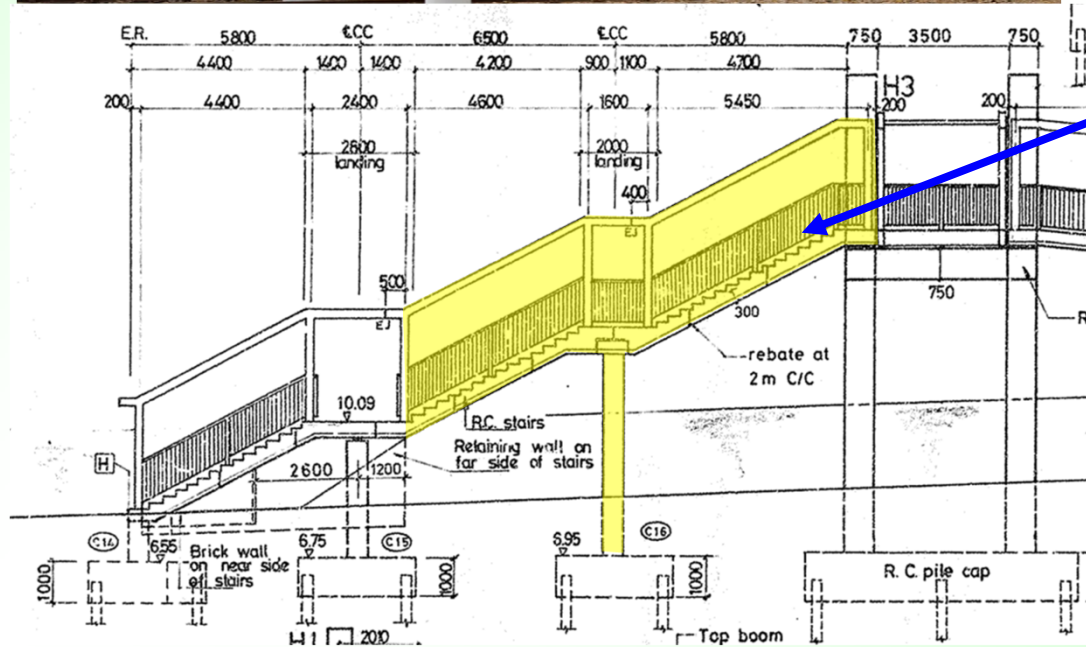
模擬完成圖二

NF94 - 1號升降機

## 設計改動

- 新設計方案需永久拆除部分現有樓梯。受地形及現場環境局限，在加建升降機後，將不能還原或加建上層樓梯連接橋面。為此，新設計方案會於樓梯原來於山景邨的出口，增設一個升降機出口以作替代。另外，在工程進行中及日後升降機維護時，市民需繞路經天橋斜道到達橋面。工程團隊就此方案已諮詢山景邨業主立案法團及山景邨物業管理處，及得到他們的理解和同意。
- 改動後的升降機位置較貼近山景邨邨內的大葉榕的樹冠及樹根。承建商聘請的獨立樹木專家已於實地考察，及評估工程期間和工程後對樹木的影響，並就設計方案提供建議以盡量減少樹木保育工作，獨立樹木專家亦提供工程期間保護樹木的建議。工程團隊並已獲得山景邨業主立案法團及山景邨物業管理處同意，就工程有需要時可作修剪。

## 設計改動 (拆卸現有上層樓梯)

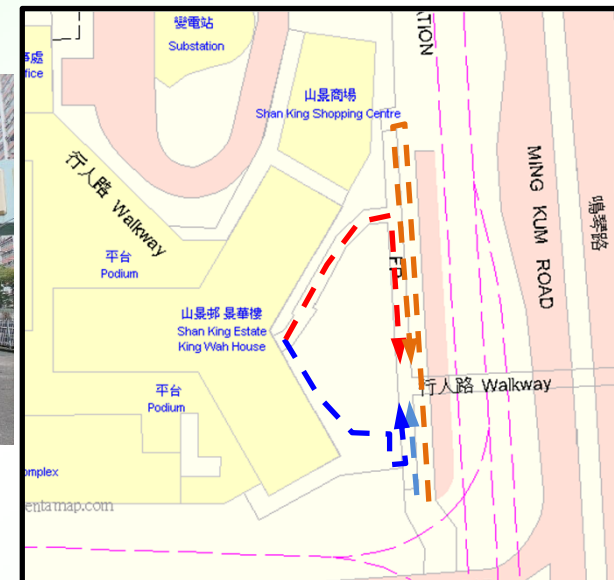


將拆卸的上層樓梯以騰出空間加建升降機



# 設計改動 (工程進行中及日後升降機維護時的繞路路徑圖)

## 原有上天橋路線



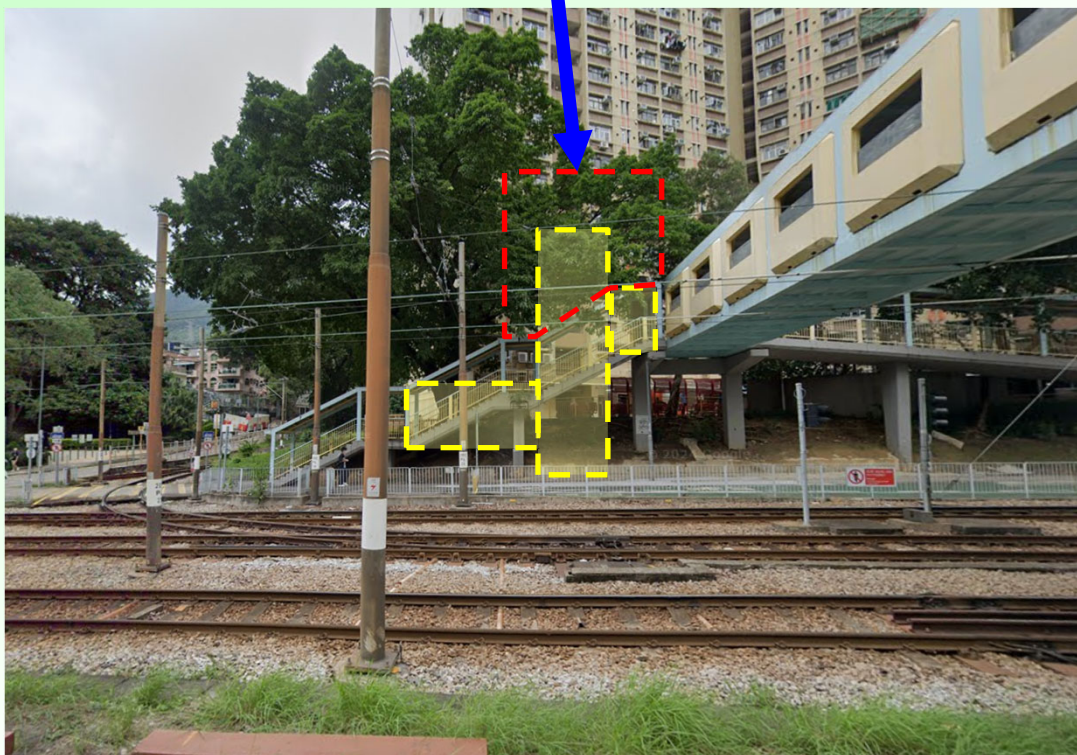
## 工程進行中及日後升降機維護時路線





## 設計改動 (可能受影響的大葉榕樹冠及樹根)

可能受影響的大葉榕樹冠範圍  
(獨立樹木專家已提交評估報告及保育方案)



可能受影響的大葉榕樹根範圍  
(獨立樹木專家已提交評估報告及保育方案)

## 施工安排

- 升降機的主體工程，主要包括地基、升降機塔結構、升降機安裝及相關的機電工程。我們預計2025年初獲得港鐵工作同意書後開展工程，考慮到上述現場限制及工地被輕鐵隔離，沒有車輛通道直達工地，很多工序倚賴人手搬運等因素，整個工程為期約3年。
- 如有需要，我們會改動及重置受工程影響的設施包括道路、管線及各公用服務設施以配合工程，並會諮詢各有關部門及機構。
- 於施工期間，我們會按工程需要實施臨時交通安排，圍封現有的行車道、單車徑及行人道，以進行施工。有關的臨時交通安排會按《道路工程的照明、標誌及防護工作準則》及其他相關的標準設計及實施，以保障公眾安全。加建工程並不涉及主要的交通改道，因此我們預期工程對交通的影響輕微。施工時亦須配合港鐵的鐵路防護要求，以減低對鄰近輕鐵運作的影響。

- 請各委員就上述的設計改動及施工安排提供意見。

謝謝