

Minutes of the 10th Meeting of
the Traffic and Transport Committee (2024-2027) of
the Tuen Mun District Council

Date : 25 August 2025 (Monday)

Time : 2:30 p.m.

Venue : Tuen Mun District Council (TMDC) Conference Room

Present

Ms SO Ka-man (Chairman)	TMDC Member
Mr YIP Man-pan, MH (Vice-Chairman)	TMDC Member
The Hon LAU Ip-keung, Kenneth, SBS, MH, JP	TMDC Member
Mr TSUI Fan, MH	TMDC Member
Ms CHING Chi-hung, MH, JP	TMDC Member
Mr CHAN Manwell, Leo, MH	TMDC Member
Mr KAM Man-fung	TMDC Member
Ms LAI Ka-man	TMDC Member
Mr LI Chiu-hung	TMDC Member
Mr LAM Tik-fai	TMDC Member
Dr CHAN Kwai-wao	TMDC Member
Mr CHUI King-hang	TMDC Member
Mr FUNG Pui-yin	TMDC Member
Mr FUNG Yuk-fung, MH	TMDC Member
Mr IP Chun-yuen	TMDC Member
Mr CHENG Yin-kwan, Andy	TMDC Member
Mr TSE Wing-hang	TMDC Member
Mr KWONG Man-tik	TMDC Member
Mr CHUNG Kin-fung	TMDC Member
Mr CHONG Ho-fung	Co-opted Member
Mr LAU San-chak, Owen	Co-opted Member
Mr MA Cho-fai	Co-opted Member
Ms CHOI Pui-kuen, Keira (Secretary)	Executive Officer (District Council) 2, Tuen Mun District Office, Home Affairs Department

By Invitation

Mr YIP Chor-kiu, Michael	Senior Engineer/Shatin to Central Link(1), Highways Department
Mr LAU Tsz-yeung, Steve	Senior Engineer/ Railway Development (Support) 2, Highways Department
Mr Karl HUEN	Assistant Manager, Public Affairs, The Kowloon Motor Bus Co. (1933) Ltd / Long Win Bus Company Limited

Mr Carlos PO	Assistant Manager, Operations, The Kowloon Motor Bus Co. (1933) Ltd / Long Win Bus Company Limited
Mr Clarence CHAN	Operations Manager (Kowloon & New Territories), Citybus Limited
Mr Thomas CHAN	Assistant Corporate Affairs Officer, Citybus Limited
Mr Henry TSANG	Chief Construction Manager-A16, MTR Corporation Limited
Mr Fred KWOK	Senior Liaison Engineer, MTR Corporation Limited
Ms Cathy CHAN	Assistant Senior Corporate Communications Manager - Capital Works, MTR Corporation Limited
Ms HO Kwan-tai, Jennifer	Manager- External Affairs, MTR Corporation Limited

In Attendance

Mr CHU Man-chung, Man	Assistant District Officer (Tuen Mun) 2, Home Affairs Department
Mr TSUI Shing-kit, Neville	Engineer/15 (West), Civil Engineering and Development Department
Mr LAU Tin-ming	Assistant District Engineer/ Tuen Mun (East), Highways Department
Mr MA Ching-ho	District Operations Officer, Tuen Mun Police District, Hong Kong Police Force
Mr LEUNG Ki-ching	Station Sergeant, District Traffic Team, Tuen Mun Police District, Hong Kong Police Force
Mr SIN Wai-ting, Eric	Senior Transport Officer/ Tuen Mun 1, Transport Department
Ms TSANG Yuk-king, Hendrix	Senior Transport Officer/ Tuen Mun 2, Transport Department
Mr HON Ho-ting, Louis	Engineer/ Special Duties 2, Transport Department
Mr CHAN Li-san	Engineer/ Tuen Mun North, Transport Department
Mr WONG Tik-wai	Engineer/ Tuen Mun Central, Transport Department

I. Opening Remarks

The Chairman welcomed all present to the 10th meeting of the Traffic and Transport Committee (2024-2027) (TTC).

2. The Chairman stated that Miss Jan TSOI, the Secretary of the TTC, had been transferred to another post. She expressed gratitude to Miss Jan TSOI for her past cooperation with the TTC, and on behalf of the TTC, she welcomed her successor, Ms Keira CHOI.

II. Absence from Meeting

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

III. Confirmation of Minutes of the Last Meeting

4. As Members proposed no amendments to the minutes of the last meeting, the Chairman declared the minutes of the 9th meeting of the TTC (2024-2027) were confirmed.

IV. Matter Arising

(A) Utilising Spaces under Footbridges in the District for Conversion to Motorcycle Parking Places (TTC Paper No. 20/2025) (Written Response from the Transport Department)

5. Mr WONG Tik-wai of the Transport Department (TD) stated that the Department would consider various factors, including traffic conditions, vehicle access arrangements and sightlines, user access to parking spaces, and the impact on nearby residents, in adding on-street motorcycle parking spaces without affecting road safety or other road users. The locations would not be limited to the spaces under footbridges. In recent years, the Department had added motorcycle parking spaces in various locations in the Tuen Mun District, including 40 spaces on Man Chat Road underneath Kong Sham Western Highway, 12 spaces on Tsing Chung Koon Road underneath Tsing Tin Road, 8 spaces on Lam Tei Main Street, 5 spaces on Tin King Road and 12 spaces on Leung Tai Lane. In addition, the Department was planning to add parking spaces on Fu Hang Road, Hong Po Road (near Yan Tin Estate), and in the area around Castle Peak Wholesale Fish Market, and was actively studying the addition of motorcycle parking spaces underneath the Wong Chu Road flyover. The Department would continue to actively identify suitable locations in the district and provide motorcycle parking spaces where

feasible.

6. Members raised comments and enquiries, summarised as follows:

- (i) Members expressed dissatisfaction with the TD's failure to provide a list of spaces under bridges in the district for consideration of future uses;
- (ii) Members suggested that the TD share the time required for relevant studies and the technical difficulties faced to facilitate discussion; and
- (iii) Members expressed that the TD should indicate the priority and planned timeframe for each location in the list.

7. Mr WONG Tik-wai of the TD stated that the Department was exploring the feasibility of setting up motorcycle parking places underneath the Wong Chu Road flyover with the Highways Department (HyD), including assessing underground facilities and the need for leveling works. The Department would continue to identify suitable locations for adding on-street motorcycle parking spaces.

8. The Chairman stated that Members were dissatisfied with the TD's failure to provide a detailed list and short, medium, and long-term plans. To improve meeting efficiency, she proposed two solutions and sought Members' opinions: (i) the TD submitted a detailed list; and (ii) Members suggested several preferred locations for the TD to prioritise the studies.

9. Members raised comments and enquiries, summarised as follows:

- (i) Members believed that the TD should provide a list and indicate the feasibility of each location for further discussion;
- (ii) Members emphasised the expectation for the TD to provide a list and explain the criteria for unsuitable locations for Members to consider how to better utilise spaces under bridges, and welcomed the TD clarifying responsibilities;
- (iii) Members enquired about the exact location for the parking spaces underneath the Wong Chu Road flyover;
- (iv) Members stated that increasing motorcycle parking spaces was necessary, especially as many people were now engaged in food delivery and courier services, leading to a high demand for parking spaces. They enquired whether the TD had statistics on so-called "zombie vehicles" (i.e., motorcycles that had been unused for a long time but occupied public parking spaces); and

- (v) Members expected different departments to jointly advance the discussion of the matter.

10. Mr WONG Tik-wai of the TD clarified that the parking spaces underneath the Wong Chu Road flyover were near On Ting Estate.

11. The Chairman concluded by requesting that the TD provide, through the Secretariat, a detailed list of spaces under bridges in the district to Members, classified by feasibility. The TTC would continue to discuss this matter at the next meeting.

V. Discussion Items

(A) Tuen Mun South Extension Project (TTC Paper No. 32/2025)

12. The Chairman welcomed Mr Michael YIP, Senior Engineer/Shatin to Central Link(1), and Mr Steve LAU, Senior Engineer/ Railway Development (Support) 2 of the HyD; Mr Henry TSANG, Chief Construction Manager-A16, Mr Fred KWOK, Senior Liaison Engineer, and Ms Cathy CHAN, Assistant Senior Corporate Communications Manager - Capital Works of MTR Corporation Limited (MTR) to the meeting.

13. Mr Fred KWOK of MTR introduced the latest progress of the Tuen Mun South Extension Project with the aid of PowerPoint slides (see annex 1), including railway construction works, reprovisioning works of community facilities, site management, temporary traffic management measures, and community liaison efforts.

14. Members raised comments and enquiries, summarised as follows:

- (i) Members suggested that MTR consider carrying out lifting and installation of prefabricated components during long holidays or day time non-peak hours to minimise the impact of temporary road closures in the early morning on traffic in the area of Tuen Mun Ferry Pier;
- (ii) Members suggested that MTR discuss with relevant departments the feasibility of maintaining two bus stops on Wu King Road southbound during the implementation of the next phase of temporary traffic management measures. They also suggested that notifications for temporary traffic management measures be disseminated early, using more conspicuous signage, so that both Members and residents could more clearly understand the temporary relocation of bus stops;
- (iii) Members enquired whether the lift added to the reprovisioned Siu Hei Bridge by

the HyD would be put into service at the same time as the bridge opened;

- (iv) Members hope that the process for handling community facilities should follow the sequence of construction first, relocation second, and demolition last to minimise the impact of the works on residents and the community. They enquired whether there were any construction plans near the site of Tuen Mun South Extension;
- (v) Members enquired about the specific opening date of the reprovisioned Tuen Mun Swimming Pool;
- (vi) Members pointed out that part of the pedestrian walkway beside Tuen Mun Park had been temporarily diverted into the park, and that some existing walkways near the roller-skating rink were prone to flooding during heavy rain, causing inconvenience. Therefore, they suggested that MTR follow up with relevant departments for improvement;
- (vii) As the rainy season approached, Members suggested strengthening mosquito control measures at the site, especially near Tuen Mun River (Eastern Bank) Garden and Pet Garden. They also enquired whether larvicidal oil spraying was conducted once or twice a week;
- (viii) Members enquired whether recent adverse weather had affected the project progress, and about the site's measures for coping with adverse weather and preventing flooding;
- (ix) Members reflected residents' expectations that the reprovisioned Tuen Mun Ferry Pier Public Toilet should incorporate upgraded facilities, such as smart facilities and three-in-one washbasins; and
- (x) Members enquired whether spaces were reserved for future connection between Tuen Mun South Extension and Tuen Mun West Extension.

15. Mr Fred KWOK of MTR stated that the feasibility of road closures during long holidays would be studied with relevant stakeholders, according to the project progress and arrangements. Regarding the relocation of bus stops on Wu King Road southbound in the next phase, the project team had considered that the relocated positions should be as convenient as possible for residents of Wu King Estate and Siu Hei Court, and would continue to discuss optimisation arrangements with relevant departments and bus operators. In addition, the contractors would use more conspicuous signage, such as yellow fluorescent paper, to draw public attention to the relevant traffic arrangements. Regarding the commissioning time of the reprovisioned Siu Hei Bridge and the lift added by the HyD, MTR was coordinating with relevant departments. Regarding the flooding

of some existing pedestrian walkways in Tuen Mun Park, the project team would conduct on-site inspections and follow up with the Leisure and Cultural Services Department (LCSD) if necessary.

16. Ms Cathy CHAN of MTR stated that MTR had been disseminating traffic diversion information to different stakeholders in a progressive manner and would strengthen the dissemination of information at conspicuous locations on-site in the future. During the initial phase of major traffic diversions, the contractors would also arrange caring ambassadors to assist pedestrians in adapting to the new arrangements. In addition, the handover of the reprovisioned Tuen Mun Swimming Pool was expected in the fourth quarter of this year, with MTR completing the works, then handing it over to the LCSD for testing and trial operation, and the opening date of the new swimming pool being determined by relevant departments. As the existing Tuen Mun Swimming Pool was located at a critical location for the construction works of A16 Station, relevant construction works could only be fully carried out after its demolition. MTR would continue to coordinate the handover arrangements for the new and old swimming pools with relevant departments, striving to strike a balance between project progress and public needs, and would disseminate relevant information to the community in a timely manner. In terms of site management, MTR conducted larvicidal oil spraying approximately once or twice a week and would strengthen mosquito control and flood prevention measures where necessary. The project team also regularly cleaned drains and removed stagnant water on-site. The temporary Tuen Mun Ferry Pier Public Toilet, planned for opening this year, was a container-type toilet, and the reprovisioned public toilet would be constructed according to official standards. MTR would relay Members' opinions on toilet facility improvements to relevant departments. Regarding future railway connections, MTR would follow the arrangements of relevant departments.

17. Members expressed understanding of MTR's considerations regarding the arrangement of bus stops on Wu King Road southbound but reiterated the hope that MTR would maintain two bus stops or minimise the period of having only one bus stop on Wu King Road southbound. Members also suggested improvements in other aspects, such as reducing detours or adding shading facilities, to minimise the impact on the public.

18. Mr Fred KWOK of MTR stated that he would discuss the arrangement of the bus stops with the contractors and continue to study the feasibility of adding shading facilities for the temporary bus stops.

19. The Chairman requested that MTR carefully consider Members' opinions.

**(B) Study on Issues of Community Concern 2025
(TTC Paper No. 33/2025)**

20. The Chairman stated that at the 10th meeting of the Tuen Mun District Council (TMDC) held on 14 July 2025, the TMDC discussed follow-ups for two issues of community concern. The TMDC Chairman decided to delegate the suggestions submitted by Members to the relevant committees of the TMDC, according to their terms of reference, for detailed discussion and submission of proposals. Suggestions mainly related to the TTC's terms of reference were listed in the annex to the paper. The Chairman invited Members to express opinions on the content of the two issues and provide specific and feasible proposals. The Secretariat would compile the proposals submitted by Members and submit a report to the TMDC. To ensure meeting efficiency, it was suggested that each Member could speak up to twice on each issue, with the first turn limited to two minutes and the second supplementary turn limited to one minute. The Chairman reminded Members to keep their speech concise, avoid repetition, and focus on discussing content relevant to the TTC's terms of reference. The Chairman invited Members to first propose suggestions on "Issue 1: Promoting Tourism Development in the Tuen Mun District to Boost Local Economy and Employment".

21. Members raised comments and enquiries, summarised as follows:

- (i) Members believed that the five points listed in the annex were clear, and hoped that relevant government departments or organisations would respond or provide preliminary suggestions, such as bus operators responding to the suggestion of increasing the frequency of Route K52, and the TD proposing ideas for introducing tourist routes, including a route which would pass through various attractions, or introducing different routes; and
- (ii) Regarding the proposal to introduce tourist routes passing through various attractions, Members considered that Sam Shing Seafood Street should be listed as one of the key attractions; regarding the proposal to operate "water bus", Members hoped that the TD and relevant departments would consider connecting Tuen Mun to the airport city, SKYTOPIA, a future development project, to attract tourists to Tuen Mun, thereby benefiting the economy of the district.

22. Mr Eric SIN of the TD stated that the Department would continue to monitor passenger demand on weekdays and weekends and request operators to make corresponding adjustments as appropriate. In planning the public transport service network, including when considering introducing new routes, the Department would review the existing public transport service network, passenger demand, potential traffic load, and resources utilisation. Given the limited road and transport resources in Hong Kong, the Department encouraged residents to use existing public transport services in the district, such as transferring between MTR bus routes and Light Rail, to improve the operational efficiency of public transport services. In addition, the Department noted Members' suggestions regarding "water bus".

23. Members enquired about the progress of the HyD on improving cycling tracks.
24. Mr Steve LAU of the HyD stated that the cycling track project was handled by the Civil Engineering and Development Department (CEDD).
25. Mr Neville TSUI of the CEDD stated that supplementary information would be provided after the meeting.

[Post-meeting note: After the meeting, the CEDD provided supplementary information, stating that the cycling track between Tsuen Wan Bayview Garden and Tuen Mun was under planning. The Government would continue to review the priority and urgency of planned projects and adjust the progress according to the latest development, including policy development and the Government's financial situation.]

26. Members stated that increasing the frequency of Route K52 was the most direct and fastest solution and hoped that MTR would make early arrangements to promote tourism development.

27. Ms Jennifer HO of MTR noted Members' opinions and stated that if relevant departments promote tourism development, MTR would actively cooperate.

28. Mr Eric SIN of the TD stated that the Department would continue to monitor the operation of Route K52 with MTR.

29. The Chairman hoped that the TD and MTR would actively study and implement the suggestion to increase the frequency of Route K52, and she invited Members to propose suggestions on "Issue 2: Planning Study for Tuen Mun West and Lung Kwu Tan".

30. Members raised comments and enquiries, summarised as follows:

- (i) Members stated that the study on the widening of Lung Mun Road and Lung Kwu Tan Road had been ongoing for a long time and hoped that relevant departments would propose practical solutions for Members to discuss;
- (ii) Members enquired about the feasibility and timeline of adding a link road from the north to connect the Lung Kwu Tan area to Lau Fau Shan;
- (iii) Members stated that several industries would relocate to Lung Kwu Tan in the future, including the incinerator "I-PARK2" with a daily processing capacity of up to 6 000 tonnes. Although the Environmental Protection Department currently

stated that 80% of the waste would be transported by water and only 20% by road, if operators still preferred road transportation in the future, there would be a concern that the current road network might not be sufficient for the increased flow of heavy vehicles. Therefore, Members hoped that the TD would consider this traffic demand in the widening of Lung Mun Road to prevent traffic congestion;

- (iv) Given the recent announcement by relevant departments on the future development planning of Tuen Mun West and Lung Kwu Tan, Members hoped that the Government would implement the widening of Lung Mun Road, the construction of a cross-bay bridge at Lung Kwu Tan, and the advancement of the Tuen Mun Bypass and Route 11. These three projects were interconnected and needed to be implemented simultaneously to enable more systematic and effective development of Lung Kwu Tan. At the same time, Members hoped that departments would share the consensus of “building roads before development”;
- (v) Members believed that the Government should change its mindset of first having buildings, industries, or planning before working out traffic arrangements, and hoped that the Government would first improve traffic, then develop the Lung Mun Road and Lung Kwu Tan Road area. As for large projects such as the Tuen Mun Bypass and Route 11, the study of extending MTR railway network to Lung Kwu Tan, or the introduction of a green mass transit system, Members stated that cross-departmental research or decisions by the policy bureaux were required, making it difficult to reach a conclusion at this meeting; and
- (vi) Members believed that suggestions for the entire district involved too broad a scope, involving multiple departments such as the Planning Department, the HyD, and the CEDD. To avoid the discussion being too vague, they suggested first prioritise the proposals, and categorise those that could be specifically implemented and those that could not, as well as feasible and unfeasible proposals. They also agreed that many proposals could not be addressed at this meeting and needed to be followed up by TMDC Chairman.

31. The Chairman thanked Members for their active participation and requested the Secretariat to compile the proposals submitted by Members on the two issues and submit reports to the TMDC for consideration of the next follow-up actions.

- (C) **Proposal to Introduce QR Code Payment Method for Light Rail and Light Rail Feeder Buses**
(TTC Paper No. 34/2025)
(Written Response from MTR Corporation Limited)
(Written Response from the Transport Department)

32. The first proposer of the paper stated that introducing QR code payment method was technically feasible. Since most public transport modes already had this function, he hoped that MTR could expedite research and implementation on Light Rail and Light Rail feeder buses.

33. Members raised comments and enquiries, summarised as follows:

- (i) Members pointed out that the issue of the current Public Transport Fare Subsidy Scheme, stating that passengers using electronic payment tools other than Octopus or AlipayHK could not enjoy public transport fare subsidies, and hoped that the TD make an improvement. They also mentioned that passengers using electronic payment methods on heavy rail could not enjoy transfer discounts when transferring to feeder buses. Therefore, they suggested that MTR enhance its electronic payment system; and
- (ii) Members believed that the lack of an electronic payment system for Light Rail and feeder buses, major intra-district transport modes, caused inconvenience to tourists, hindered tourism development and the local economy in the Tuen Mun District, and created an impression of technological backwardness.

34. Ms Jennifer HO of MTR noted Members' opinions and stated that the suggestions had been relayed to relevant teams for active exploration and follow-up.

35. Mr Eric SIN of the TD noted Members' opinions and stated that the Department would follow up with MTR. The TD also noted Members' opinions regarding the Public Transport Fare Subsidy Scheme.

36. Members raised comments and enquiries, summarised as follows:

- (i) Members believed that introducing QR code payment method could promote Chinese Mainland - Hong Kong integration at a livelihood level and promote inclusive society. They recommended that MTR expedite exploration to provide more payment options;
- (ii) Members believed that both the TD and MTR were responsible for promoting QR code payment method on Light Rail and feeder buses; and
- (iii) Members emphasised that the lack of QR code payment method caused inconvenience to passengers, and suggested that MTR consider phased implementation, such as first introducing it on feeder buses.

37. Ms Jennifer HO of MTR stated that MTR would have an internal discussion of the

suggestions.

38. Mr Eric SIN of the TD stated that it would continue liaison and follow-up with MTR regarding the suggestions.

39. Members raised comments and enquiries, summarised as follows:

- (i) Members supported expanding payment channels, while maintained that Octopus remained the most reliable option for tourists. They also suggested that MTR strengthen promotion of Octopus payments;
- (ii) Members consider that MTR should take the primary responsibility in driving this initiative, and proposed that QR code payment terminals be added to Octopus add-value machines on platforms if installation at every Light Rail entry gate proved difficult;
- (iii) Members pointed out that since AlipayHK was already covered by the Public Transport Fare Subsidy Scheme, MTR should offer it across all services;
- (iv) Members observed that while nearly all Hong Kong public transport modes had electronic payment channels, Light Rail and feeder buses, the key intra-district transport modes, remained exceptions. They pointed out that multiple land boundary control points in the Tuen Mun and Yuen Long Districts were hindered by this deficiency from attracting tourists for consumption and tourism; and
- (v) Members urged that the TD actively collaborate with MTR in research and provide necessary assistance.

40. Mr Eric SIN of the TD noted Members' opinions and stated that it would continue liaison and follow-up with MTR regarding the suggestions.

41. Ms Jennifer HO of MTR thanked Members for their multifaceted suggestions on electronic payment methods. She reiterated that MTR would actively explore the feasibility, and hoped to report the progress to Members as soon as possible.

42. The Chairman stated that implementing QR code payment method was crucial for revitalising the Tuen Mun District's economy, and urged all departments to actively consider Members' suggestions.

**(D) Proposal to Improve the Facilities at the Butterfly Beach Bus Stop
(TTC Paper No. 35/2025)
(Written Response from the Transport Department)**

(Written Response from Long Win Bus Company Limited)

43. The first proposer of the paper thanked the TD and Long Win Bus Company Limited (Long Win) for their written responses, and hoped that the TD would reconsider the impact on road safety of the insufficient length of the bus lay-by at the Butterfly Beach bus stop, and extend the lay-by to allow it to fully accommodate a bus.

44. Mr CHAN Li-san of the TD stated that as the bus stop was currently operating normally, there were no plans to extend the lay-by at this stage. The Department would continue to monitor traffic conditions near Lung Mun Road and follow up with bus operators regarding bus stop operation.

45. Mr Karl HUEN of Long Win stated that adequate space in front and behind should be reserved for a bus entering and exiting the lay-by, but the current length of the lay-by was indeed insufficient for the entire bus body to enter completely. Long Win would closely monitor the situation, maintain close liaison with the TD, and coordinate to implement appropriate traffic arrangements.

46. The Chairman requested that the TD and Long Win actively consider Members' suggestions.

(E) Concern about the Service of Minibus Route 43A Falling Short of the Requirements Set by the Transport Department**(TTC Paper No. 36/2025)****(Written Response from the Transport Department)**

47. The first proposer of the paper stated that the TTC had discussed the captioned matter in 2024. After meeting with the operator, the TD had concluded that service improvements would be made. However, public feedback indicated that service standards published on the TD's website remained unmet. He therefore expressed a hope that the TD and the operator would devise long-term solutions to ensure that the operator would be responsible and provide passengers with quality services.

48. Mr Eric SIN of the TD stated that on-site inspections had been conducted at different times. During morning peak hours, Route 43A met the service level stipulated in the schedule of service. However, service gaps were observed during certain periods (e.g. after 1:00 p.m. and after the evening peak hours). Follow-up investigations revealed manpower shortage as the primary cause. The operator had been instructed to improve staffing arrangement and adhere to service requirements. Recent inspections and operational records showed service improvements. The Department would continue to monitor Route 43A's service quality, review passenger demand and operational status, and make appropriate adjustments with the operator as needed.

49. Members raised comments and enquiries, summarised as follows:

- (i) Members were concerned that the prolonged issue of service quality of Route 43A was causing inconvenience to residents along the route, and enquired about additional improvement measures; and
- (ii) Members pointed out that Route 43A passed through Tsing Yung Street, which had a steep gradient. Also, residents around Tsing Yung Street were mainly the elderly who relied on the service of Route 43A, and therefore, Route 43A was of critical importance for the residents.

50. Mr Eric SIN of the TD acknowledged Route 43A's vital role for Tsing Yung Street residents. The Department would maintain close liaison with the operator to monitor the operation and collaborate on adjusting the schedule of service based on passengers' travel patterns, aiming to deliver a more stable service.

51. The Chairman requested that the TD actively consider Members' opinions.

V. Reporting Item

(A) Report by the Transport Department (TTC Paper No. 37/2025)

52. A Member expressed gratitude to the TD and the bus operator for increasing the service frequency of Route B3A. However, he raised concerns about insufficient air-conditioning on buses, particularly in recent hot weather, which caused passenger discomfort, and therefore requested that the bus operator inspect the conditions and settings of air-conditioning system on buses.

53. Ms Hendrix TSANG of the TD stated that the bus operator adjusted the service frequency based on passenger demand. Since 25 August, Route B3A had increased regular services and introduced additional special short-working departures. Regarding the air-conditioning system, the Department would liaise with the bus operator to ensure regular inspections and necessary maintenance, to maintain proper system operation and provide passengers with a comfortable travel environment.

54. Mr Thomas CHAN of Citybus Limited (Citybus) stated that Citybus had increased the service frequency of Route B3A since 25 August, while continuing trial short-working services from Wo Tin Estate to Shenzhen Bay Port to enhance transportation connectivity between Area 54 and Shenzhen Bay Port. Regarding air-conditioning concerns, Citybus required drivers to conduct pre-departure air-conditioning checks. Any identified

malfunctions must be immediately reported for maintenance, and affected vehicles were withdrawn from passenger service.

**(B) Report by the Highways Department
(TTC Paper No. 38/2025)**

55. A Members hoped that the HyD would invite Members for a site inspection when the works on Kwun Chui Road were nearing completion. They also hoped that Kowloon Motor Bus Company (1933) Ltd would plan early for constructing a bus shelter there.

56. Mr Steve LAU of the HyD stated that the Department would arrange a site inspection for Members in due course.

57. A Member noted that the bus terminus behind Oceania Heights on Hoi Chu Road had been temporarily suspended, with some bus stops relocated to a position beside Hoi Chu Road Playground. The Member enquired whether the HyD would approve the construction of a bus shelter at the new bus stop.

58. Mr Steve LAU of the HyD stated that the Department had received applications from the bus operator regarding bus shelter construction and that relevant teams were actively processing the application.

**(C) Report by the Hong Kong Police Force
(TTC Paper No. 39/2025)**

59. Members raised comments and enquiries, summarised as follows:

- (i) Members reported recent notification of frequent incidents of electric bicycles travelling against traffic flow and weaving through intersections in the district, and enquired about specific statistics on police prosecutions or details of related enforcement actions;
- (ii) Members pointed out that violations involving electric bicycles, e-scooters, and electric unicycles were severe at pedestrian/cyclist junctions near Yip Wong Road and Yau Oi Bridge, as well as at Novo Walk on Yan Po Road in Tuen Mun North. They hoped that the Police enhance enforcement at these locations; and
- (iii) Members enquired about the specific timeline for discontinuing printed paper tickets, following the implementation of electronic traffic tickets.

60. Mr LEUNG Ki-ching of the Hong Kong Police Force stated that the Police had been conducting targeted operations against electric mobility devices, and that a major

operation was launched in June this year, resulting in approximately 60 arrests between June and July. Cycling tracks on Yan Po Road and Yip Wong Road were listed as blackspots and the Police would continue targeted enforcement at such areas. In addition, electronic traffic tickets had been officially implemented with accompanying legislative amendments. Currently, there was a 10-month adaption period, during which printed paper tickets and electronic traffic tickets were issued in parallel. The Police preliminarily planned to completely phase out printed paper tickets by the second quarter of next year (in and around May to June), though the exact timing was subject to operational adjustments.

VII. Any Other Business

61. There being no other business, the Chairman announced the meeting closed at 4:54 p.m. The next meeting would be held on 16 October 2025 (Thursday) at 2:30 p.m.

Tuen Mun District Council Secretariat

Date: September 2025

File Ref: HADTMDC/13/25/TTC/25



屯門南延綫項目

屯門區議會交通運輸委員會

2025年8月25日

MTR Corporation Limited 香港鐵路有限公司



項目建造工程進展

MTR Corporation Limited 香港鐵路有限公司

屯門河上的工地範圍



鐵路高架橋

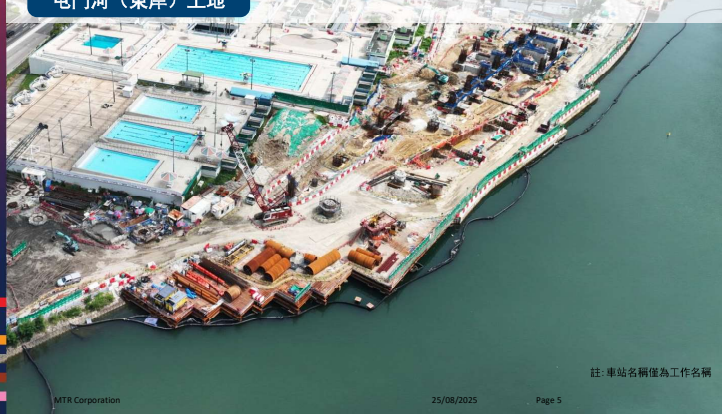
- 由屯門站沿屯門河東岸延伸鐵路高架橋，橫跨河道連接至屯門南站
- 正建造地基及橋墩，年底陸續開始建造高架橋橋身結構



第16區站

屯門游泳池及屯門河(東岸)工地

- 正進行車站地基及結構工程



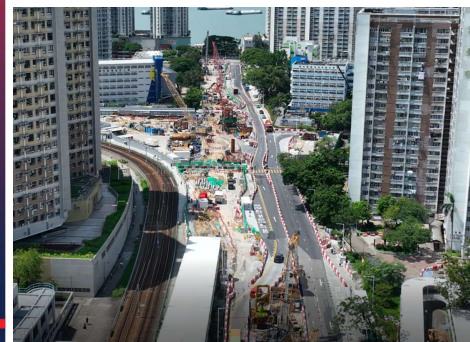
屯門南站

湖景路工地

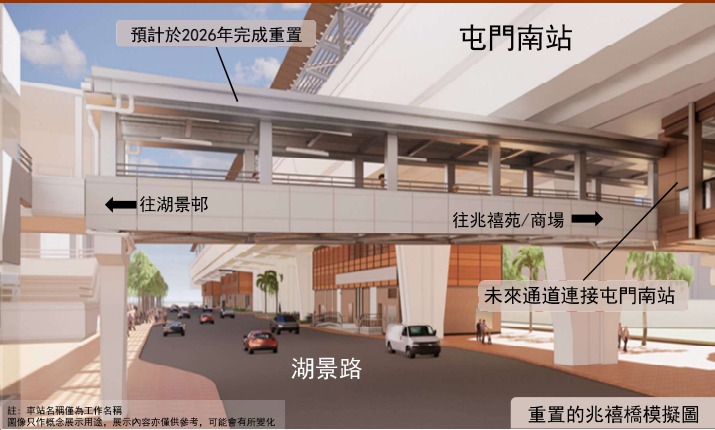
- 車站地基工程陸續開展
- 繼續進行餘下的地下設施遷移

湖景路花園工地

- 繼續進行地下設施遷移
- 支援車站建造工程



重置兆禧橋



註：車站名稱僅為工作名稱，圖像及作概念展示用途。展示內容亦僅供參考，可能會有所變化。

重置的兆禧橋模擬圖

重置社區設施

屯門河（東岸）花園及寵物公園



完成首階段重置及於2024年10月開放



「綠在屯門」回收環保站
完成重置及於2025年3月開放



隨著重置的設施相繼落成，原有設施已關閉並拆卸以興建鐵路設施

重置社區設施

屯門游泳池

- 預計於2025年第四季完成並安排與康文署進行交接工作
- 完成重置後，現有屯門游泳池將進行拆卸，並全面進行第16區站建造工程



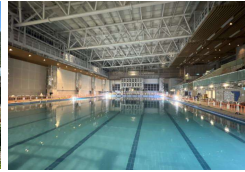
屯門康樂體育中心內的工地

屯門康樂體育中心練習草坪

- 正於前歷奇公園用地重置，預計2026年完成



註：車站名稱僅為工作名稱



重置社區設施

屯門碼頭公廁



現有屯門碼頭公廁

- 臨時公廁預計於2025年內完成並開放使用
- 其後現有屯門碼頭公廁會拆卸
- 相關鐵路工程完成後於原址重置



現有屯門碼頭公廁旁已開展工地平整工程



臨時工程車輛通道設有圍欄，妥善分隔行車及行人通道，確保安全

良好工地管理 – 減少工程影響

減少工程聲響

- 設置臨時隔音布或隔音屏障
- 以隔音物料包裹機械



減少塵埃

- 定期灑水及覆蓋物料，減少塵埃



減低對河道影響

- 以隔泥幕妥善分隔工程範圍



盡量減少佔用屯門公園

- 大部分工程物料經跨河臨時施工通道直送至東岸施工位置



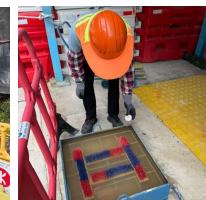
清理渠道



良好工地管理 – 防治蟲鼠工作



定期噴灑蚊油*



定期放置蚊餅*



放置老鼠藥餌及捕鼠器

- 修剪雜草、清理積水及雜物，確保工地保持整潔衛生

*夏季按需要增加次數

良好工地管理 – 協助居民適應改道安排

✓ 於臨時交通管理措施實施初期設有關懷大使協助行人

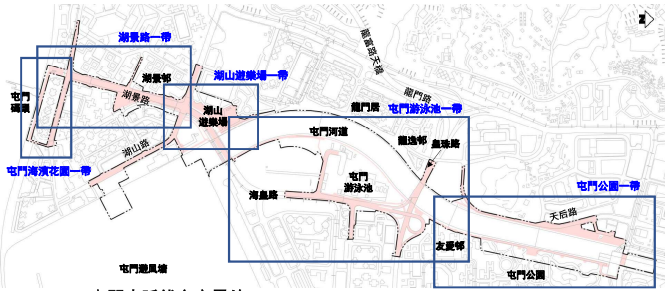
✓ 設置清晰指示牌



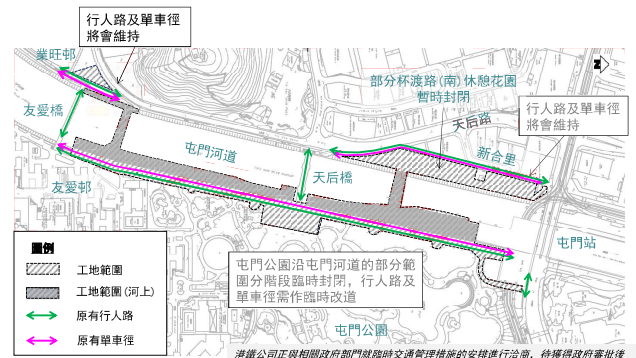
臨時交通管理措施

臨時交通管理措施

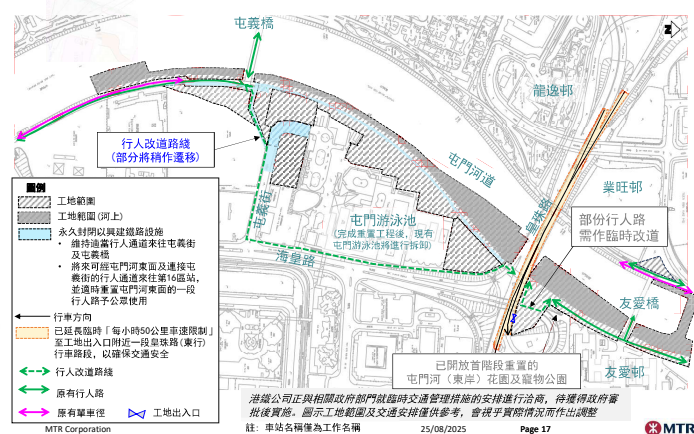
- 將按工程需要繼續分階段臨時改道或封閉，以實施相關臨時交通管理措施，區內一些政府用地會繼續用作工地，直至工程完成
- 港鐵公司會與相關政府部門就各項安排持續進行洽商，並會與鄰近持份者保持溝通，相關措施會在獲得政府審批後實施，以確保符合安全及設計標準



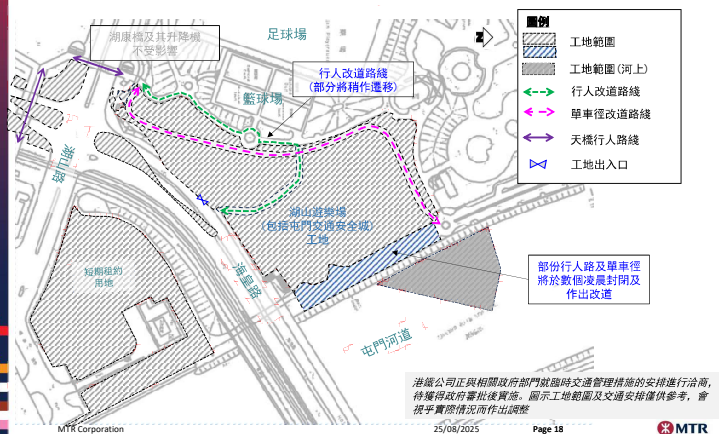
屯門公園一帶 現時至2026年的臨時交通管理措施



屯門游泳池一帶 現時至2026年的臨時交通管理措施

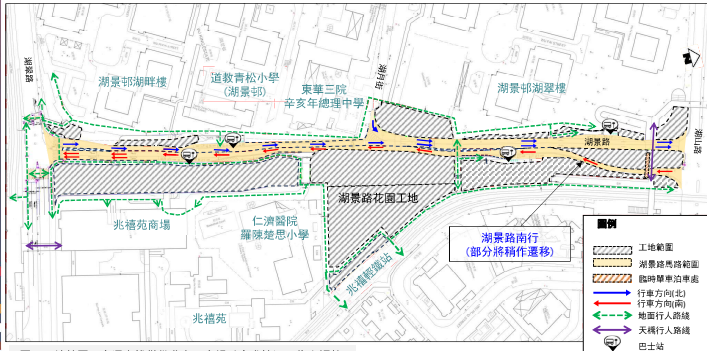


湖山遊樂場一帶 現時至2026年的臨時交通管理措施



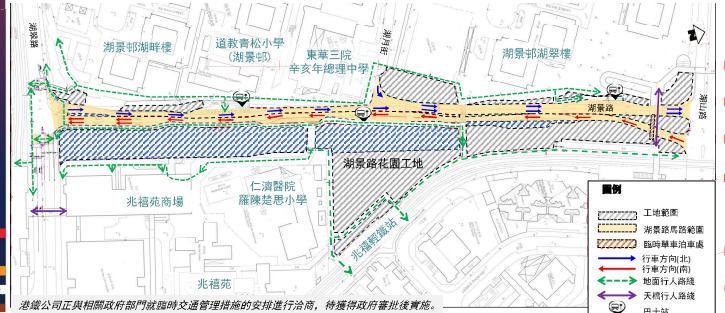
湖景路一帶 現時臨時交通管理措施

- 湖景路行車路暫時往西移，以騰出空間進行地下管綫改道及車站地基工程



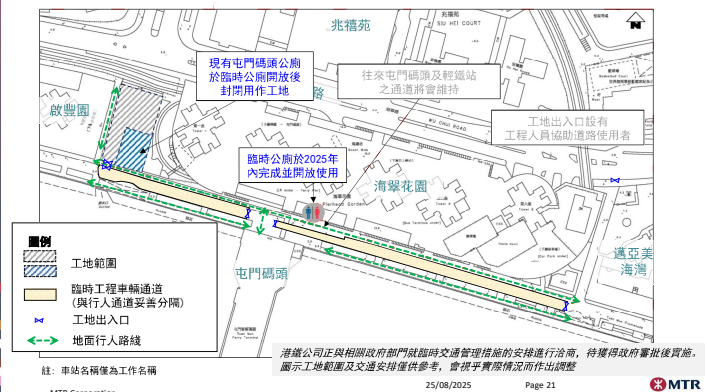
湖景路一帶 預計2025年第四季至2026年的臨時交通管理措施

- 部分湖景路(南行)行車路及行人路稍作遷移，行人過路處維持不變
- 湖景路(南行)巴士站將遷移至湖景路花園工地對出
- 緊急車輛通道將會維持



屯門海濱花園一帶 現時至2026年的臨時交通管理措施

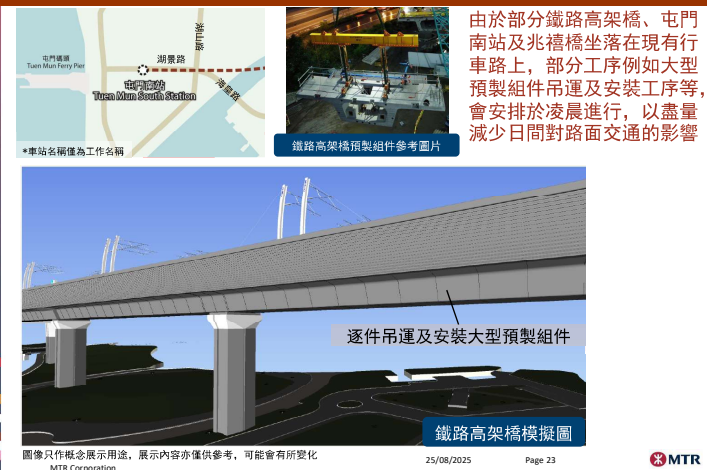
- 進行屯門南站出入口地基及結構工程



凌晨臨時交通改道



預製組件吊運及安裝工序



湖景路、湖月街、湖山路及海皇路凌晨臨時交通改道

湖景路、湖月街、湖山路及海皇路會因應施工位置分階段在2026年起的個別凌晨臨時封閉，以進行建造鐵路高架橋、屯門南站及兆禧橋等的大型預製組件的吊運及安裝工序。相關道路在臨時封閉時將會實施臨時交通改道措施：



- 海皇路(介乎湖山路至海榮路之間)北行 (只有 A 部份)
- 湖景路、湖月街、湖山路及海皇路 (A + B + C 部份)
- 湖景路及湖月街 (只有 C 部份)

現與相關政府部門及交通營辦商有關安排進行洽商，協助居民適應改道安排：

- 預先向持份者發放資訊
- 安排工作人員在場協助道路使用者
- 於適當位置設置指示牌提示道路使用者

港鐵公司正與相關政府部門就臨時交通管理措施的安排進行洽商，待獲得政府審批後實施。圖示工地範圍及交通安排僅供參考，會視乎實際情況而作出調整

註：車站名稱僅為工作名稱

MTR Corporation

25/08/2025

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社區聯絡



MTR Corporation Limited 香港鐵路有限公司

積極連繫屯門 共建更好鐵路社區



>120 視察/會議

>300 地區團體/學校

>100 講座/工作坊/地區活動

>70,000 持份者

工程資訊及溝通渠道



社區及學校聯絡小組



項目網站及刊物
<https://mtrtuenmunsouth.hk>



工程快訊 (7. 2025)

屯門南延綫項目主體工程

承建商24小時熱線: 5186 6082
港鐵工程熱線: 2993 3333



電郵: newprojects@mtr.com.hk



網上意見表
(項目網站內的「聯絡我們」版面)



工程通告/單張



工地海報

謝謝



MTR Corporation Limited 香港鐵路有限公司