

Minutes of the 9th Meeting of
the Traffic and Transport Committee (2024-2027) of
the Tuen Mun District Council

Date : 12 June 2025 (Thursday)

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
Mr MO Shing-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 CHAN Tsim-heng	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
Miss TSOI Tsang-yi, Jan (Secretary)	Executive Officer (District Council) 2, Tuen Mun District Office, Home Affairs Department

By Invitation

Ms Rennis LIP	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 CHAN Ho-fung, Clarence	Operations Manager (Kowloon & New Territories), Citybus Limited
Ms HO Kwan-tai, Jennifer	Manager- External Affairs, MTR Corporation Limited
Mr TAM Kai-chi	Senior Manager- Light Rail/Bus Passenger & Traffic, MTR Corporation Limited

In Attendance

Mr CHU Man-chung, Man	Assistant District Officer (Tuen Mun) 2, Home Affairs Department
Mr TSNAG Hin-hong, MH	TMDC Member
Mr CHEUNG Ho-pak, Neville	Engineer/ 43 (West), Civil Engineering and Development Department
Mr LEE Chun-kit	Senior Health Inspector (Cleansing & Pest Control) Tuen Mun, Food and Environmental Hygiene Department
Mr LAU Tin-ming	Assistant District Engineer/ Tuen Mun (East), Highways Department
Mr Kerry KU	District Operations Officer (Tuen Mun), Hong Kong Police Force
Ms CHANG Yuet-ming, Charlene	Administrative Assistant/ Lands (District Lands Office, Tuen Mun), Lands Department
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
Ms LEE Po-fong, Bobo	Engineer/ Tuen Mun West, Transport Department
Mr WONG Tik-wai	Engineer/Tuen Mun Central, Transport Department

I. Opening Remarks

The Chairman welcomed all present to the 9th meeting of the Traffic and Transport Committee (2024-2027) (TTC).

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. As Members proposed no amendments to the minutes of the last meeting, the Chairman declared the minutes of the 8th meeting of the TTC (2024-2027) were confirmed.

IV. Discussion Items

(A) Transport Department Annual Traffic and Transport Work Plan 2025-2026 (TTC Paper No. 19/2025)

4. Ms Hendrix TSANG of the Transport Department (TD) presented an overview of the captioned work plan.

5. A Member noted that the TTC had previously discussed the issue of service disruptions on New Territories Green Minibus Route 43A and asked whether the TD would consider introducing measures to improve minibus services in the coming year.

6. Mr Eric SIN of the TD responded that the Department had recently met with the operator of Route 43A and was currently exploring the feasibility and details of schedule adjustments. Based on the Department's prior on-site survey, the service reliability of Route 43A had shown improvement, and the Department would continue to monitor the service performance.

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

(i) Some residents reported that the "Next Bus" feature in MTR Mobile, a mobile application of MTR Corporation Limited (MTR), did not display schedules for certain bus routes. Given residents' heavy reliance on MTR feeder buses, it was suggested that MTR enhance both the "Next Train" and "Next Bus" features to provide more accurate real-time arrival information to facilitate residents' travel;

- (ii) During morning peak hours, buses frequently queued at the Tuen Mun Road Bus-Bus Interchange (TMRBBI). Members enquired whether the TD planned to utilise adjacent government land for expansion works and asked for updates on any related plans;
- (iii) A prior TTC meeting had urged the TD to discuss with green minibus operators the feasibility of launching a minibus service from So Kwun Wat to Tsuen Wan West. Members asked for progress updates on this proposal;
- (iv) Concerns were raised about manpower shortages in the green minibus sector, with Members asking the TD for specific solutions; and
- (v) The Hong Kong Railway Workers General Union previously pointed out that the newly built staircase at the Light Rail Tuen Mun Hospital stop was within a blind spot zone. Members enquired whether MTR would propose improvements.

8. Ms Hendrix TSANG of the TD noted that operators had recruited foreign workers for some green minibus routes to address driver shortages and stabilise service schedules.

9. Mr Eric SIN of the TD reported that, since late 2023, the addition of two waiting areas at the TMRBBI (Kowloon-bound) had significantly improved passenger queuing and bus operation. A survey conducted in early June showed that, during morning peak hours, most buses waited approximately one to two minutes before entering the interchange. Bus operators also deployed staff during peak periods to manage passenger boarding/alighting and traffic flow, boosting the efficiency of the TMRBBI. Regarding the proposed So Kwun Wat to Tsuen Wan West minibus service, residents could currently take Route 61P operated by The Kowloon Motor Bus Co. (1933) Ltd (KMB) for directly travelling to Tsuen Wan West during peak hours. For non-peak hours, the Department encouraged taking KMB Route 252 to the TMRBBI, with transfers to Routes 59M, 60M, or 66M for travel to Tsuen Wan. An earlier on-site survey confirmed that these routes had sufficient capacity to meet So Kwun Wat residents' travel needs to Tsuen Wan.

10. Ms Jennifer HO of MTR stated that she would collaborate with colleagues managing the MTR Mobile application to explore enhancements to the accuracy of "Next Bus" and "Next Train".

11. Mr TAM Kai-chi of MTR confirmed receiving the union's enquiries about the new staircase at the Light Rail Tuen Mun Hospital stop. As the main passageway was a slope set for widening, MTR would arrange for engineers to assess the staircase and determine if a curved barrier could be installed to improve the visibility at the intersection.

12. Members raised comments and enquiries, summarised as follows:
- (i) Members noted that the majority of residents near Tuen Mun Ferry Pier were elderly, who had reported considerable inconvenience in travelling to the Hong Kong-Zhuhai-Macau Bridge. The nearest Light Rail stop or Lung Mun Road required a walk of over ten minutes, and residents hoped relevant government departments would address their needs;
 - (ii) Some residents in the area commuted to Kai Tak for work, and Members suggested that the TD explore enhancements to public transport services between Tuen Mun and Kai Tak;
 - (iii) Members disputed the claim that current transport services adequately met the needs of So Kwun Wat residents travelling to Tsuen Wan. They urged the TD to liaise with green minibus operators to assess the feasibility of introducing a dedicated minibus service from So Kwun Wat to Tsuen Wan West, and to provide a progress update at the next TTC meeting; and
 - (iv) Members highlighted that the passenger pick-up and drop-off point at Tsing Sin Playground stop in Chi Lok area was narrow, causing some minibus drivers to bypass the stop when one or two buses were already stopped at the bus bay. Residents had frequently complained about lost trips and drivers skipping Tsing Sin Playground stop in Chi Lok area, and Members requested that the TD increase its oversight and monitoring of the situation.

13. Mr Eric SIN of the TD acknowledged Members' concerns regarding public transport services to the Hong Kong-Zhuhai-Macau Bridge and Kai Tak. He noted that residents could currently take KMB Route 61X for direct travel to Kai Tak. The Department would continue to monitor public transport services and passenger demand trends, engaging with bus operators to arrange suitable services as needed. As for the proposal for a dedicated minibus service from So Kwun Wat to Tsuen Wan West, the Department reiterated that residents could take KMB Route 61P during peak hours for direct travel between So Kwun Wat and Tsuen Wan. During off-peak hours, residents were encouraged to utilise existing transfer options, such as taking KMB Route 252 to the TMRBBI and transferring to Routes 59M, 60M, or 66M to reach Tsuen Wan. In addition, following reports of minibus services skipping Tsing Sin Playground stop in Chi Lok area, the Department met with the operator and adjusted the minibus stop's position slightly to allow more space for pulling over for passengers boarding and alighting. The Department would continue to closely monitor the service levels and operational conditions of minibus routes, maintaining regular communication with operators for appropriate follow-up.

14. Members raised comments and enquiries, summarised as follows:
- (i) Members expressed concern that the service quality of green minibus services within the district was inadequate, asserting that the TD had not effectively overseen minibus operators. They enquired about the Department's current criteria for monitoring minibus service levels and operational conditions, as well as associated penalties;
 - (ii) Members noted that the TD had not increased minibus frequencies in response to Members' concerns about insufficient services, instead encouraging residents to use alternative transport options. However, certain areas, such as Prime View Garden with its long slope, were better served by minibuses. Elderly residents relied on Route 46A to travel to the town centre or other destinations, but limited frequencies forced them to walk to Light Rail stops or Castle Peak Road to catch Route 46, causing inconvenience. Members urged the Department to consider residents' actual travel needs rather than relying solely on data;
 - (iii) Residents had reported that the minibus route from Tuen Mun San Wai stop to Sheung Shui had insufficient frequencies during morning peak hours, and Members requested an increase in service frequency;
 - (iv) Noting that some local bus routes have introduced sectional fares, Members suggested that the TD and bus operators consider implementing sectional fares on Route 67A to alleviate passenger demand for Route K54; and
 - (v) Many Members expressed concern about the progress of the expansion project at Light Rail Tuen Mun Hospital stop and proposed a site visit to explore potential improvements.

15. The Chairman acknowledged residents' complaints regarding the slow progress of the expansion project at Light Rail Tuen Mun Hospital stop and instructed the Secretariat to arrange a site visit.

[Post-meeting note: The site visit took place on 30 June 2025.]

16. Ms Hendrix TSANG of the TD explained that minibus services were currently monitored through schedules of service, which set out the details of schedules and routeings. The Department would inspect the operation via, including, on-site surveys and riding experience, to assess service frequency, quality, and adherence to routeings. To address manpower shortages in minibus sector, some operators had recruited foreign workers to enhance schedule reliability. Issues identified during inspections would be discussed with operators; for example, following high demand on Route 46A, the operator

agreed to deploy a 19-seater minibus to accommodate more passengers after meeting with the Department. The Department also required operators to address service complaints. Regarding the high demand for Route 44A from Tuen Mun San Wai stop to Sheung Shui, the operator occasionally scheduled additional trips originating from San Wai stop, with drivers coordinating with regulators to enhance services based on passenger needs. She added that Area 54 residents could currently take Route 50M, operated by Citybus Limited (Citybus), and MTR Bus Route K54 to reach the town centre. To avoid disrupting travel to Kwai Fong or Tsuen Wan, the Department would, based on the patronage rate, assess the feasibility of sectional fares for KMB Route 67A upon occupation of NOVO LAND and Light Public Housing in Area 54.

17. A Member noted that, for Route K54, even during off-peak hours, buses were often full after Ching Tin Estate and Wo Tin Estate stops, making it challenging for residents of Yan Tin Estate and Fu Tai Estate to board for travelling to the town centre, while residents could alternatively take Route 67M to reach Kwai Fong or Tsuen Wan. Therefore, Members requested that the TD consider introducing sectional fares for Route 67A.

18. The Chairman argued that the TD should not conflate bus sectional fares with residents' travel demands. If the TD was worried about that sectional fares on Route 67A might impact Area 54 residents travelling to Kwai Fong or Tsuen Wan, the Department could consider increasing the service frequency.

19. Ms Jennifer HO of MTR confirmed that the expansion project at Light Rail Tuen Mun Hospital stop was scheduled for completion by the end of this month, and MTR welcomed Members to conduct a site visit.

20. The Chairman urged the TD to consider Members' opinions, particularly in monitoring minibus services, and to establish stringent penalties alongside engaging with minibus operators.

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

21. Mr WONG Tik-wai of the TD explained that, for the proposal to establish a motorcycle parking place beneath the footbridge on Tuen Fu Road, the Department had made a review and considered the site unsuitable due to its proximity to the junction of Castle Peak Road - Lingnan and Tuen Fu Road. Given the heavy traffic on Castle Peak Road, creating an entrance and exit for the motorcycle parking spaces would be inappropriate. Furthermore, establishing a motorcycle parking place under the

footbridge would disrupt a portion of adjacent cycling track, compromising its continuity. Consequently, the Department had no current plans to add motorcycle parking spaces under the footbridge at Tuen Fu Road. However, acknowledging residents' parking demands, the Department was planning to set up additional motorcycle parking spaces on Fu Hang Road and was consulting relevant departments on the detailed design.

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

- (i) Noting the scarcity of land resources in Hong Kong, Members suggested making better use of under-bridge spaces rather than allocating them to low-efficiency uses such as flower beds or a few benches. They recommended that the TD draw inspiration from practices in the Mainland, Taiwan, and Japan to develop practical community facilities under bridges;
- (ii) Members expressed concerns that establishing motorcycle parking spaces on Fu Hang Road was unsuitable due to its location on a high-accident-risk road segment. They urged the TD to reassess the proposal and explore alternative solutions to optimise space utilisation;
- (iii) Members observed that the bicycle parking area under Siu Hong Bridge had low usage, and suggested that the TD consider converting it into motorcycle parking spaces;
- (iv) Members enquired about the responsibility of the Highways Department (HyD) for managing under-bridge spaces and highlighted the existence of underutilised spaces in the district. They proposed that government departments provide a comprehensive list of such spaces and their planned uses to facilitate further discussion by the TTC; and
- (v) Members noted the rising number of motorcycles in the district, with insufficient parking spaces leading to widespread illegal parking and community disputes. They questioned whether the risks cited in the TD's written response were supported by concrete data or case studies and called for long-term planning to increase motorcycle parking spaces to address current and future demands.

23. Mr WONG Tik-wai of the TD acknowledged Members' suggestions for optimising under-bridge spaces but noted that each location required individual assessment due to varying conditions. He welcomed specific site proposals from Members and offered to conduct joint on-site inspections if needed. Regarding the proposed motorcycle parking spaces on Fu Hang Road, the Department was still refining the design and would consider Members' feedback. For long-term planning, the Department would add roadside parking spaces at suitable locations, ensuring no adverse

impact on road safety or users, and would allocate sufficient parking spaces in new development projects in line with planning standards to meet future needs.

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

- (i) Members noted that the HyD's "Universal Accessibility Projects" had increased under-bridge spaces through the addition of lifts to footbridges, and suggested that government departments coordinate to make effective use of these new spaces;
- (ii) Members proposed that government departments employ innovative technology to establish a smart monitoring system and proactively suggest uses for under-bridge spaces. They recommended providing a list of under-bridge areas suitable for conversion into motorcycle parking spaces, private car parking spaces, recreational spaces, or environmental facilities, with clear explanations of feasibility and specific reasons to enable more focused inspections by Members;
- (iii) Members advised the Chairman to streamline Members' proposal processes to avoid vague discussions, advocating for specific and practicable proposals for each community to ensure that discussions would lead to implementation rather than remaining at the study stage;
- (iv) Members highlighted that the under-bridge space at Wong Chu Road near On Ting Estate was cluttered with discarded ancestral tablets and rubbish, wasting valuable spaces. They suggested the TD convert this area into a motorcycle parking place;
- (v) Members expressed confusion over the TD's safety assessment criteria for motorcycle parking spaces, noting that the under-bridge area on Queensway, which was more hazardous, remained in use as a parking area, while more spacious under-bridge sites in Tuen Mun had been rejected, suggesting inconsistent standards; and
- (vi) A Member emphasised that the shortage of motorcycle parking spaces in the district had persisted for eight years. He recalled proposing years ago to repurpose the bicycle parking area under Siu Hong Bridge towards Fu Tai for motorcycle parking, as it was often occupied by abandoned bicycles, but the suggestion was also rejected by the Department.

25. Mr WONG Tik-wai of the TD explained that the feasibility of using under-bridge spaces for motorcycle parking depended on the environmental constraints of specific locations. The Department was actively identifying suitable sites to increase parking capacity, such as the recent re-planning of parking spaces on Tsing Sin Street to provide additional spaces. The Department would investigate the potential for under-bridge

parking and develop proposals, followed by public consultations to gather feedback. Members were invited to propose suitable locations for further study.

26. Mr LAU Tin-ming of the HyD clarified that under-bridge spaces not designated for bicycle or motorcycle parking fell under the administration of the Lands Department (LandsD), not the HyD. Provided that the proposed use did not compromise the bridge's structural safety or future maintenance, the HyD would not object to conversions. Should the TD decide to repurpose under-bridge spaces for parking, the HyD, as the works department, would oversee the implementation of the plans.

27. Ms Charlene CHANG of the LandsD noted that the TD could refer to the Planning Department's Outline Zoning Plans for guidance on land use. For unleased and unallocated government lands under bridges, the LandsD would cooperate with engineering departments submitting applications for temporary site allocation for conversions and handle in accordance with established procedures.

28. The Chairman concluded by requesting that government departments, via the Secretariat, provide Members with a comprehensive list of under-bridge spaces in the Tuen Mun District, detailing the feasibility and specific reasons for potential conversions. The TTC would continue to discuss this matter at its next meeting.

(C) Addressing Shared Bicycle Illegal Parking and Obstruction Issues in the District

(TTC Paper No. 21/2025)

(D) Concerns about Bike-sharing Services

(TTC Paper No. 22/2025)

(Written Response from the Food and Environmental Hygiene Department)

(Written Response from the Transport Department)

(Written Response from the Hong Kong Police Force)

29. The Chairman noted that, given the similar content of Paper Nos. 21 and 22, they would be discussed together.

30. The first proposers of the papers and Members raised comments and enquiries, summarised as follows:

- (i) They highlighted that road narrowing due to construction in Tuen Mun Ferry Pier area, couple with illegally parked shared bicycles, had worsened traffic congestion. They suggested that the TD conduct a study, drawing on successful examples from the Mainland, to implement more robust regulatory measures, such as using Global Positioning System (GPS) technology to mandate parking of shared bicycles at designated locations, with penalties like additional fees or inability to lock the

bicycle for non-compliance;

- (ii) They noted that shared bicycles obstructing pedestrian ways and public spaces significantly hindered accessibility for wheelchair users and the elderly. They recommended inter-departmental collaboration to tackle illegal parking of bicycles and enhance planning for parking areas to prevent the issue from escalating;
- (iii) They criticised the TD's the Code of Practice for Automated Dockless Bicycle Rental Services (the Code) for lacking effective enforcement mechanisms, with the inter-departmental cleanup process proving inefficient in addressing bicycle parking violations. They proposed reviewing the Code's implementation gaps, clarifying regulatory responsibilities, and imposing stricter penalties on shared bicycle operators, such as mandatory deposit deduction for illegal parking;
- (iv) They observed that some children rode bicycles in parks or on roads without helmets, posing significant safety risks, and noted that shared bicycle operators failed to clearly communicate safety rules (e.g., mandatory helmet use and prohibiting unaccompanied children from riding). They suggested incorporating user safety requirements into operational licence reviews;
- (v) They enquired whether shared bicycles left illegally parked for extended periods could be classified as waste, allowing residents to remove them without legal liability, and they urged the Police to adopt more proactive enforcement rather than relying solely on inter-departmental joint operations;
- (vi) They pointed out the shortage of bicycle parking spaces in the district and suggested that the TD establish dedicated shared bicycle parking areas at suitable locations, managed by the Government or MTR, to address "last-mile" connectivity needs, potentially using spaces within MTR stations for parking points;
- (vii) They recommended adopting Singapore's model by introducing a licensing system for shared bicycles business to regulate the number of operators and bicycles, hold operators accountable for management, and screen out irresponsible operators; and
- (viii) They noted that Hong Kong previously encouraged shared bicycle schemes, but many operators had since gone out of business, suggesting an unsustainable business model. They questioned why the Government continued to introduce new shared bicycle operators.

31. Mr CHAN Li-san of the TD stated that a regular communication mechanism had been established with shared bicycle operators to address illegal parking. Upon

receiving complaints from residents or Members, operators were promptly required to clear bicycles obstructing roads. Current legislation stipulated that all bicycles, including shared ones, must be parked in designated areas. The Department would relay Members' regulatory suggestions to operators, urging improved management. Regarding dedicated shared bicycle parking spaces, the Department would continue to assess the demand in the Tuen Mun District and, where suitable locations were identified, conduct feasibility studies and public consultations. The Department would also refer the opinions raised in today's meeting to relevant departments for follow-up.

32. Mr Kerry KU of the Hong Kong Police Force (HKPF) noted that unauthorised removal of shared bicycles could raise legal issues, such as theft. The Police typically participated in joint clearance operations with the Tuen Mun District Office (TMDO) and the LandsD to address illegally parked bicycles. Also, the Police proactively removed bicycles posing immediate hazards or significantly obstructing roads, though shared bicycles rarely presented such risks. Current laws lacked specific provisions for shared bicycles, complicating enforcement, as users often left the scene after parking. While the Police would strengthen enforcement efforts, resources constraints and legal limitations left them with no choice but to dedicatedly support joint clearance operations.

33. Mr LEE Chun-kit of the Food and Environmental Hygiene Department (FEHD) clarified that functional bicycles could not be treated as waste. However, bicycles that were visibly damaged and abandoned on streets could be classified as waste and managed under the Waste Disposal Ordinance.

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

- (i) Members deemed the regular meetings between the TD and shared bicycle operators ineffective, proposing a deposit system whereby operators would face deductions for failing to promptly remove illegally parked bicycles;
- (ii) Members urged the Government to anticipate the potential insolvency of shared bicycle operators and develop a plan for handling abandoned bicycles;
- (iii) Members noted that Taipei mandated the removal of illegally parked bicycles within one hour, enquiring whether the FEHD had confiscated such bicycles and what time limits applied;
- (iv) Members asked whether the TD employed regulatory measures beyond the Code, and requested enhanced public awareness campaigns and clearly defined penalties for illegal bicycle parking;
- (v) Members highlighted a severe shortage of bicycle parking spaces and urged the

TD to swiftly establish convenient parking points;

- (vi) Members suggested that the Police penalise shared bicycle operators directly, rather than users, for illegal parking to strengthen deterrence;
- (vii) Members proposed leveraging GPS technology to mandate that shared bicycle users park in designated locations; and
- (viii) Members advocated for addressing technical challenges from an environmental perspective, rather than dropping the shared bicycle model, and recommended adopting a regulatory framework similar to that for car hailing services to enhance supporting measures.

35. Mr CHAN Li-san of the TD stated that he would consult relevant departments after the meeting regarding Members' proposals for stricter regulation of shared bicycle operators and provide a report to Members via the Secretariat.

36. Mr Kerry KU of the HKPF explained that, under current legislation, responsibility for illegally parked shared bicycles primarily lied with the user, akin to drivers of illegally parked rental cars. He clarified that moving an obstructing bicycle generally did not constitute a crime, but intentional damage, such as discarding or vandalising a bicycle, would incur criminal liability. The Police would assess cases individually to determine if criminal damage or other offences were involved.

37. Mr LEE Chun-kit of the FEHD noted that the Department regularly joined inter-departmental operations coordinated by the TMDO to address illegally parked bicycles. The LandsD issued statutory notices, while the FEHD provided manpower and vehicle support for these efforts.

38. Ms Charlene CHANG of the LandsD stated that, during joint operations, bicycles parked on unleased or unallocated government lands were subject to statutory notices posted two days prior to the removal. These notices required owners to relocate the bicycles before the operations, or those bicycles would be removed in accordance with the laws.

39. The Chairman expressed deep regret over the prolonged unresolved issues about shared bicycle regulations, particularly criticising the TD's inadequate monitoring and clarification of legal provisions. She requested a prompt written response from the Department via the Secretariat to address the discussed issues, and urged all departments to seriously consider Members' suggestions.

[Post-meeting note: On 28 July 2025, the TD provided supplementary information on

follow-up actions regarding shared bicycles to Members through the Secretariat.]

(E) Proposal to Install Smart Bollards at the Pedestrian Crossing near Light Rail Depot Stop
(TTC Paper No. 23/2025)
(Written Response from MTR Corporation Limited)

40. Ms Jennifer HO of MTR stated that since the third quarter of 2018, MTR had installed “Smart Bollards” at 28 pedestrian crossings, and the crossing at Light Rail Depot Stop was included in the installation plan. MTR would evaluate the need for additional bollards based on site-specific factors, including accident rates at relevant locations.

41. The first proposer of the paper and Members raised comments and enquiries, summarised as follows:

- (i) They noted that, following an accident at Light Rail Depot Stop, many residents and owners’ corporations had called for enhanced safety measures at the track crossing. They expressed gratitude for MTR’s prompt response and acceptance of the proposed measures;
- (ii) They urged MTR to conduct a comprehensive review of crossings at all Light Rail stops in the district, progressively install smart bollards at all stops, and provide Members with a detailed installation timeline;
- (iii) They enquired about the criteria adopted by MTR for determining the installation of smart bollards at Light Rail track crossings; and
- (iv) They suggested that MTR collaborate with Members and local organisations to bolster road safety campaigns, raising safety awareness of the public at Light Rail track crossings.

42. Mr TAM Kai-chi of MTR explained that decisions to install smart bollards involved a comprehensive assessment of data, including traffic accident statistics, instances of pedestrians breaching crossing rules, and hazardous behaviours such as chasing buses. MTR regularly reviewed environmental changes, prioritising high-risk crossings based on danger levels and addressing them within resources constraints. As for promotion, since this year, MTR had periodically partnered with the Police, Members, and volunteers to conduct safety awareness activities, including “Model Pedestrian and Road Users” campaign at Light Rail stops, to reward rule-abiding pedestrians. The Police provided guidance to those observed violating rules.

43. The Chairman remarked that, while MTR had been implementing the smart bollard

installation plan since 2018, with some Light Rail stops included, the transparency of related information remained inadequate. She recommended that MTR enhance its information disclosure mechanism, clearly publishing details of the plan and its progress to support public oversight and facilitate cooperation with Members.

44. A Member noted that MTR's "Model Pedestrian and Road Users" campaign focused on obeying traffic light's signals for road crossings but did not address safety awareness at Light Rail track crossings. They urged MTR to strengthen promotion of specific safety guidelines for these crossings.

45. Mr TAM Kai-chi of MTR confirmed that MTR would provide Members with a list of feasible locations where smart bollards could be installed within one to two years. He clarified that exclusion from the list did not preclude future installations, but priority would be given to certain sites. Some locations faced geographical constraints, requiring applications to authorities such as the TD, which made installing smart bollards at all Light Rail stops in the short term challenging.

46. The Chairman urged MTR to proactively improve transparency, ensuring the public had a clearer understanding of project progress.

**(F) Proposal to Optimise Barrier Free Facilities on Light Rail Platforms
(TTC Paper No. 24/2025)
(Written Response from MTR Corporation Limited)**

47. Mr TAM Kai-chi of MTR explained that the introduction of Board Easy Mats for Light Rail was prompted by feedback from wheelchair user groups highlighting boarding difficulties. MTR encouraged wheelchair users to board at the front of a train, where the captain could offer immediate assistance, with this area clearly marked as "priority for wheelchairs". He noted that platform height variations affected the feasibility of installing the Board Easy Mats. Approximately 60% of platforms (currently 68 with Board Easy Mats) met the 10-15 mm safety height standard for installation. Other platforms, with excessive height differences, posed a tripping risk for alighting passengers and the mat could in no way be fitted. As always, Board Easy Mats would be installed near the front of a train to facilitate the captain's assistance.

48. The first proposer of the paper and Members raised comments and enquiries, summarised as follows:

- (i) They expressed disappointment over MTR's failure to provide a detailed list of Light Rail stops with and without Board Easy Mats in the Tuen Mun District. They highlighted issues with existing facilities, noting that many ramps exceeded the 15 mm safety height threshold, and that ramps were typically only installed in

the first carriage, failing to meet wheelchair users' needs;

- (ii) They argued that, as a public service provider, MTR should enhance transparency and respond more proactively to public demands. They urged MTR to submit a detailed plan for improving barrier-free facilities, along with an implementation timeline, in the near term;
- (iii) They suggested that passenger information displays on platforms be included in barrier-free facilities. They noted that with newly installed vertical electronic displays, passengers had to move to the platform's centre for checking information, causing inconvenience particularly for wheelchair users. They recommended reverting to the previous horizontal displays hanging overhead for easier viewing and ensuring consistency between displayed and announced train arrival times;
- (iv) They pointed out that some Light Rail stops, such as those near Tuen Mun Park, had significant gaps and height differences between platforms and trains, creating challenges for wheelchair users and the elderly, especially during peak hours. They suggested optimising barrier-free facilities to address this issue;
- (v) They acknowledged MTR's proactive response to wheelchair users' needs, citing the 2018 pilot of Board Easy Mats at Light Rail Prime View stop in Tuen Mun, which included platform grinding and height adjustments to improve accessibility; and
- (vi) They recognised the high operational costs of the Light Rail but emphasised its importance for residents with mobility challenges. They urged MTR to expand the pilot and establish it as a permanent initiative in the Tuen Mun District.

49. Mr TAM Kai-chi of MTR reaffirmed the organisation's commitment to barrier-free facilities, noting that Board Easy Mats had been installed at 68 platforms, while the mats could in no way be fitted on remaining platforms due to safety concerns over tripping risks. He explained that MTR adhered to stringent safety standards, requiring millimetre-precision measurements to prevent collisions between trains and facilities, which might slow installation progress. MTR was prepared to share a list of platforms with Board Easy Mats installed and recent engineering plans. Feedback from wheelchair users indicated that the mats had improved travel convenience, reducing the need for portable ramps. MTR would continue to enhance barrier-free facilities and provide regular progress updates.

50. The Chairman noted that Tuen Mun's growing and ageing population had increased demand for barrier-free facilities. She urged MTR to expand these provisions

to meet residents' needs and, as the district's primary public transport provider, to improve transparency by publicly disclosing the installation progress of Board Easy Mats to enable Members to inform residents accurately.

(G) Proposal to Review Cross-border Transport in Tuen Mun District during Public Holidays

(TTC Paper No. 25/2025)

(Written Response from Citybus Limited)

(Written Response from the Transport Department)

51. The first proposer of the paper and Members raised comments and enquiries, summarised as follows:

- (i) They suggested that bus operators deploy additional staff during holidays to guide passengers at busy stops to alternatives, facilitating effective passenger dispersal;
- (ii) They highlighted that Citybus's promotion on the Xiaohongshu, advertising free transfers from Route 50 to Route B3X, led to significant passenger congestion at Hung Kiu stop during holidays, with over 100 waiting passengers at peak times, some spilling onto Tuen Mun Road. With only police officers maintaining order, this posed serious traffic and safety risks. They recommended that the TD proactively coordinate cross-border transport arrangements with bus operators during peak periods, such as the Labour Day and National Day Golden Week holidays, improve promotional strategies, and enhance on-site management to prevent passengers from queuing on carriageway, ensuring safety and order; and
- (iii) They proposed that the TD set up queue lines at Hung Kiu stop to enable orderly boarding.

52. Mr Eric SIN of the TD noted that compared to past two years, passenger traffic at Shenzhen Bay Port surged during this year's Labour Day Golden Week, driven by the commissioning of Shenzhen Metro Line 13 and the resumption of multiple-entry Individual Visit Scheme for Shenzhen, with peak travel on 2 May. Citybus responded promptly that evening, deploying additional buses at Hung Kiu stop to manage crowds and assigning staff to maintain order. Increased frequencies for Routes B3X and 50 were implemented during the subsequent Tuen Ng Festival holiday. Due to space constraints at San Hui Market stop, Citybus advised passengers to transfer at Hung Kiu stop on social media platform, with Hung Kiu stop offering more queuing space. In addition, Citybus completed queue line optimisation at both San Hui Market and Hung Kiu stops by the end of May.

53. Mr Clarence CHAN of Citybus echoed that the Labour Day Golden Week saw a

significant increase in passenger traffic at Shenzhen Bay Port, attributed to Shenzhen Metro Line 13 and the resumption of multiple-entry Individual Visit Scheme for Shenzhen. Citybus responded promptly that evening, deploying additional buses at Hung Kiu stop to manage crowds, and increased frequencies for Routes B3X and 50 during the subsequent Tuen Ng Festival holiday. Due to space constraints at San Hui Market stop, Citybus advised passengers to transfer at Hung Kiu stop on social media platform, with Hung Kiu stop offering more pleasant traffic experience. In addition, Citybus completed queue line optimisation at both San Hui Market and Hung Kiu stops by the end of May.

54. A Member noted that Hung Kiu and San Hui Market bus stops had limited capacity, accommodating only one or two buses, making boarding and alighting challenging, particularly in rainy conditions. During holiday and Friday evening peak periods, vehicles queued from Hung Kiu to So Kwun Wat, causing severe congestion. The Member urged the TD and Citybus to reassess the suitability of these stops as bus-bus interchange.

55. Ms Hendrix TSANG of the TD stated that Routes 50 and B3X currently stopped at both Hung Kiu and San Hui Market stops. Due to high northbound passenger volumes during long holidays, Citybus had introduced queue line arrangements. Observations indicated that Hung Kiu stop, extending to San Wo Lane Playground, offered sufficient queuing space, while San Hui Market stop was closer to the noise barrier on Tuen Mun Road. Diversion measures, such as directing some passengers to San Hui Market stop, had been considered. Operations were orderly during the Tuen Ng Festival holiday following the introduction of queue lines. The Department acknowledged Members' concerns and would review queuing arrangements for holidays and peak periods, collaborating with Citybus on improvements.

56. Mr Clarence CHAN of Citybus agreed with Members' observations about San Hui Market and Hung Kiu bus stops. He noted that Hung Kiu stop on the southbound lane (a drop-off point for passengers from Shenzhen Bay Port) of Tuen Mun Road could handle five to six buses, but boarding and alighting for various transport modes (minibuses, MTR buses, and Citybus routes) were overly concentrated at the end of the stop. He suggested reallocating the space of the bus stop to ease the congestion on Tuen Mun Road. In addition, he proposed adjusting the stopping position for Route B3X at Hung Kiu stop on the northbound lane of Tuen Mun Road to the front of the bus stop, allowing buses to Leung King and Area 54 to pick up and drop off passengers at the end of the stop for quicker departures, balancing the needs of passengers heading to Shenzhen Bay Port and Tuen Mun residents.

57. The Chairman urged the TD and Citybus to actively consider Members' suggestions.

**(H) Concerns over Vehicle Speeding on Kwun Tsing Road
(TTC Paper No. 26/2025)
(Written Response from the Transport Department)**

58. The first proposer of the paper highlighted that numerous new residential estates lined So Kwun Wat Road, with many vehicles running at high speeds through the school area on Kwun Tsing Road, endangering pedestrians. He sought clarification on the TD's timeline for installing traffic signs and road markings to prompt drivers to reduce speed before entering the right-turn bend.

59. Mr Louis HON of the TD acknowledged the sharp right-turn bend on Kwun Tsing Road and the frequent use of the adjacent zebra crossing by schoolchildren. Following Members' submission, the Department swiftly developed an improvement plan in consultation with the HyD. The plan was progressing as scheduled, with completion anticipated within six to nine months.

60. Mr Kerry KU of the HKPF noted that speeding on winding road sections was typically addressed through various enforcement measures, including unmarked vehicles and speed detecting devices. However, the complex road conditions in this area limited the effectiveness of such devices. Consequently, the Police would increase patrol-based enforcement and advocate for road improvement works to tackle the issue at its root.

**(I) Proposal to Improve the Traffic Efficiency of Tuen Mun Road
(TTC Paper No. 27/2025)
(Written Response from the Transport Department)
(Written Response from the Hong Kong Police Force)**

61. The first proposer of the paper observed that prosecutions for prolonged occupation of the fast lane on Tuen Mun Road were notably low. Citing the TD's documents, he identified tailgating and careless lane changes as two primary causes of accidents on Tuen Mun Road, both closely linked to the practice of lingering in the fast lane. Therefore, he urged the Police to intensify efforts to address such violations. On the matter of speed limits, he requested the TD to clarify which sections of Tuen Mun Road did not fit for releasing speed limits under regulations or to propose alternative improvement measures.

62. Mr Louis HON of the TD explained that Tuen Mun Road, constructed along a hilly terrain with numerous bends, required speed limits aligned with drivers' sight distances, necessitating the retention of existing restrictions. Currently, speed limits were set at 70 km/h for the town centre and Sham Tseng to Tsuen Wan section, and 80 km/h for the Sham Tseng to town centre section. The Department conducted regular

reviews of road speed limits, with the latest review recommending the retention of the 70 km/h limit for the Ting Kau to Sham Tseng section. This decision accounted for the fact that higher speeds would reduce drivers' reaction times to complex road conditions, extend braking distances, and elevate accident risks. Thus, the existing speed limits represented the optimal balance between traffic flow and road safety.

63. Mr Kerry KU of the HKPF affirmed that efforts to tackle prolonged fast-lane occupation would be strengthened. However, he highlighted practical enforcement challenges, as offending vehicles often shifted to the middle or slow lanes upon sighting Police vehicles. He encouraged the public to use dashcams or similar devices to record evidence of violations and make a report, recommending the use of driving apps to upload video footage to aid Police prosecutions.

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

- (i) Members sought clarification on how the Police defined prolonged occupation of the fast lane, noting that some drivers were unable to change lanes due to obstructions by other vehicles; and
- (ii) Members highlighted that traffic congestion on Tuen Mun Road remained unresolved, while government departments seldom adopted Members' repeated suggestions or proposed alternative solutions.

65. Mr Louis HON of the TD explained that, while the time-varying tolls at Tai Lam Tunnel did not directly impact Tuen Mun Road, reducing tunnel tolls helped optimise its capacity, thereby alleviating congestion on alternative routes like Tuen Mun Road. Initial data indicated a slight reduction in traffic flow from Kowloon to Tuen Mun during evening peak hours. The Department was closely monitoring traffic patterns during morning and evening rush hours on Tuen Mun Road and continually assessing the effectiveness of the Tai Lam Tunnel tolling policy. Furthermore, the Department's 24/7 Emergency Transport Coordination Centre leveraged road cameras across the territory for traffic monitoring and incident coordination to restore road flow swiftly. Real-time traffic data collection devices had also been installed on Tuen Mun Road to improve incident response and traffic management efficiency.

66. Mr Kerry KU of the HKPF clarified that prolonged occupation of fast lane referred to vehicles remaining in the fast lane without shifting to clear middle or slow lanes under normal conditions. As current legislation did not specify a time threshold, the Police's assessments focused on whether a driver had an opportunity but failed to move to an available lane. During peak hours, when all lanes were congested and lane changes were not feasible, such behaviour did not constitute a violation.

67. The Chairman urged relevant departments to actively consider Members' suggestions.

(J) Proposal to Redesign the Kowloon-bound Waiting Area at Tuen Mun Road Bus-Bus Interchange

(TTC Paper No. 28/2025)

(Written Response from the Transport Department)

(Written Response from Citybus Limited)

(Written Response from The Kowloon Motor Bus Co. (1933) Ltd)

68. The first proposer of the paper and Members raised comments and enquiries, summarised as follows:

- (i) They noted that the TMRBBI's capacity (Kowloon-bound) was saturated and proposed that the TD utilise adjacent government land for expansion;
- (ii) They contested the TD's data claiming an average bus waiting time of one to two minutes at the TMRBBI, arguing it did not reflect reality, and highlighted insufficient bus bays. They urged optimisation measures, such as adjusting routeings or allowing some routes to bypass the interchange, to address passengers riskily stepping onto carriageway to get on buses during peak hours;
- (iii) They suggested exploring multi-level interchange facilities to overcome spatial constraints and called for advance planning of financial and engineering arrangements; and
- (iv) They hoped that future expansion plans for the TMRBBI would accommodate diverse transport modes, such as bicycle or private car transfers to buses.

69. Mr Eric SIN of the TD reported that, based on an early June survey, most buses waited one to two minutes to enter the TMRBBI during morning peak hours, extending to three to four minutes during the busiest periods. Regarding proposals for routes to bypass the TMRBBI, the Department was discussing with Citybus the possibility of Route 962P bypassing the interchange, with district consultations to follow in due course. When considering re-routeing more routes for omitting the TMRBBI, the Department must ensure sufficient, convenient, and cost-comparable alternative options would remain available to avoid reducing transfer choices in specific districts. The Department would continue monitoring the operation of the TMRBBI.

70. Mr Louis HON of the TD addressed the proposal to use the adjacent land under the management of the HyD and the land for a warehouse for expanding the Kowloon-bound portion of the TMRBBI, stating that feasibility would be assessed in future district

development studies. The Department's ongoing Traffic and Transport Strategy Study explored further optimising public transport facilities under the "single site, multiple use" principle, including next-generation transport hubs and park-and-ride facilities, with progress updates to be shared in due course. Since the completion of expanded boarding and alighting points in 2023, bus queueing and waiting times had improved compared to 2022. The Department would further enhance operations through adjusted queuing lines, frequency scheduling, coordination with bus operators for passenger flow management, and discussions with relevant departments.

71. Mr Carlos PO of KMB affirmed KMB's willingness to support optimisation proposals from the TD or the HyD. KMB would continue deploying field staff at the TMRBBI to manage passenger and vehicle flows, aiming to minimise passenger waiting times.

72. Mr Clarence CHAN of Citybus noted that, beyond suggestions raised in previous TTC meetings, Citybus was prepared to implement additional administrative measures to enhance the efficiency of the TMRBBI without compromising passenger experience. Citybus had applied to the TD for Route 962P to bypass the interchange in the mornings, potentially reducing daily bus trips to the interchange by 10 to 20. In addition, Citybus was exploring the feasibility of relocating Route 962's Tuen Mun-bound stop from the upper to the lower level of the TMRBBI to ease upper-level congestion and provide more travel options for passengers heading to Gold Coast and So Kwun Wat.

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

- (i) Members noted that the lease of the land under the management of the HyD near the TMRBBI expired next year and urged the TD to seize this opportunity to plan its use in advance, and provide a specific timeline and phased plan for optimising the operation of the interchange;
- (ii) Members expressed dissatisfaction with the expansion works for the TMRBBI in 2023, citing persistent long waiting times and instances of passengers boarding from carriageway. They called for the TD to publish detailed operational data to evaluate the effectiveness of improvements;
- (iii) Members proposed short-term adjustments to traffic signs and minor route changes, such as using Castle Peak Road as a detour, to free up currently underutilised platforms at the TMRBBI; and
- (iv) Members highlighted that the re-routeing adjustments for Citybus Route 962P took 18 months and urged the TD to establish a more efficient response mechanism to prevent delays in implementing improvements.

74. Mr Eric SIN of the TD stated that both sides of the TMRBBI's waiting areas were fully utilised, with buses accessing the interchange from Tuen Mun Road and Castle Peak Road - Tai Lam for passenger boarding and alighting. Moreover, a few bus routes passing through Tuen Mun Road detoured via Castle Peak Road to serve the inner side of the interchange. The addition of two bus bays and improved queuing, boarding and alighting arrangements had significantly enhanced the efficiency. The Department was preparing to launch a public consultation on the proposal for Citybus Route 962P to bypass the TMRBBI and was exploring relocating the Tuen Mun-bound stop for Route 962 from the upper to the lower level to better serve passengers along Castle Peak Road.

75. Mr Louis HON of the TD noted that post-meeting enquiries regarding the planning of the TMRBBI would be made to relevant departments, with a written response provided to Members via the Secretariat.

[Post-meeting note: The TD informed the Secretariat that the proposal to use the adjacent land under the management of the HyD and the land for a warehouse for expanding the Kowloon-bound portion of the TMRBBI would be considered holistically alongside future development and infrastructure plans for the interchange and its vicinity, with the feasibility of optimisation to be reviewed in due course.]

76. Mr LAU Tin-ming of the HyD clarified that the land near the interchange was currently used as a site office for road maintenance contracts. Should alternative uses be required, the HyD would collaborate with the LandsD to identify a new location for the site office and facilitate land return.

77. Mr Clarence CHAN of Citybus hoped that the proposed re-routeing adjustments for Route 962P to bypass the TMRBBI would gain support from public consultation and be implemented swiftly to enhance the route's appeal to passengers.

78. Mr Carlos PO of KMB stated that KMB prioritised offering passengers diverse travel options via the TMRBBI and currently had no plans to make re-routeing adjustments for KMB bus routes to bypass the interchange.

79. The Chairman urged all departments to actively consider Members' suggestions.

V. Reporting Items

(A) Report by the Transport Department (TTC Paper No. 29/2025)

80. Members expressed concern that the time-varying tolls at Tai Lam Tunnel had not

alleviated traffic congestion on Tuen Mun Road. They asked the TD to identify the peak periods for traffic accidents on Tuen Mun Road and propose targeted measures for frequently accident-prone times.

81. Mr Louis HON of the TD reported that, based on data from the Emergency Transport Coordination Centre, traffic accidents and vehicle breakdowns accounted for 75% and 22% of incidents, respectively, with the remainder attributed to emergency repairs or fires. Most incidents occurred during daytime hours, with no specific peak times. Following the introduction of time-varying tolls at Tai Lam Tunnel, traffic flow from Kowloon to Tuen Mun had slightly decreased. The Department would provide a further update to Members once more comprehensive data was collected.

**(B) Report by the Highways Department
(TTC Paper No. 30/2025)**

82. Members noted the captioned report.

**(C) Report by the Hong Kong Police Force
(TTC Paper No. 31/2025)**

83. Members noted the captioned report.

VI. Any Other Business

84. There being no other business, the Chairman announced the meeting closed at 6:40 p.m. The next meeting would be held on 25 August 2025 (Monday) at 2:30 p.m.

Tuen Mun District Council Secretariat

Date: July 2025

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