

Minutes of the 10th Meeting of the
Traffic and Transport Committee under the
7th Term of Wong Tai Sin District Council

Date: 17 July 2025 (Thursday)
Time: 2:30 p.m.
Venue: Conference Room, Wong Tai Sin District Council,
6/F, Lung Cheung Office Block,
138 Lung Cheung Road,
Wong Tai Sin, Kowloon

Present:

Chairman:

Mr. YUEN Kwok-keung, MH WTSDC Member

Vice Chairman:

Mr. YEUNG Nok-hin WTSDC Member

Member:

Mr. CHAN Wai-kwan, Andie, MH WTSDC Member

Mr. CHAN Ying, Leonard, MH WTSDC Member

Mr. FUNG Kin-lok WTSDC Member

Mr. LAI Wing-ho, Joe, MH WTSDC Member

Ms. LAU Yuen-yee, Janus WTSDC Member

Mr. LEE Tung-kong WTSDC Member

Mr. LEUNG Tang-fung WTSDC Member

Mr. LI Dennis WTSDC Member

Ms. LUI Kai-lin, Wendy, MH WTSDC Member

Mr. MOK Kin-wing, MH WTSDC Member

Mr. POON Cheuk-bun WTSDC Member

Ms. TAM Mei-po WTSDC Member

Ms. TANG Man-wai WTSDC Member

Mr. YAU Yiu-shing, MH WTSDC Member

Ms. YEW Yat-wa, Deannie, MH	WTSDC Member
Mr. YUET Ngai-keung	WTSDC Member
Mr. CHIU Kwok-wai	TTC Co-opted Member
Mr. MOK Ka-kit	TTC Co-opted Member

In Attendance:

Mr. WU Kui-wah, Thomas, JP	District Officer (Wong Tai Sin)	WTSDO
Miss HO Wing-tung, Bonnie	Assistant District Officer (Wong Tai Sin)	WTSDO
Ms. CHAN Wai-chi, Ida	Senior Executive Officer (District Council)	WTSDO
Ms. CHANG Wing-yan	District Operation Officer (Wong Tai Sin)	HKPF
Ms. Law Yi-lam	Assistant District Operation Officer (Wong Tai Sin)	HKPF
Mr. CHAN Ching-wai	OC District Traffic Team (Wong Tai Sin)	HKPF
Ms. LUI Chui-man, Tracy	Senior Transportation Officer/ Wong Tai Sin	TD
Mr. HO Chun-kit, Ethan	Senior Transportation Officer/ Events & Projects	TD
Mr. CHAN Chi-kwong	Engineer/Wong Tai Sin	TD
Mr. CHOW Tsz-kin, Kalic	Engineer/San Po Kong	TD
Mr. LAU Yan-heng, Henry	Engineer/Choi Hung	TD
Mr. NG Cheuk-hang	District Engineer/Wong Tai Sin (Acting)	HyD
Mr. WOO Ho-nam	Engineer 1/Universal Accessibility	HyD

In attendance for Agenda Item (V):

Mr. CHAN Kin-fung, Keith	Senior Engineer / Walkability 1	TD
Miss LAM Wing-ching, Larissa	Engineer 7/Walkability	TD
Ms. NG Ka-wai, Annisa	Senior Engineer 15/Works	HyD
Mr. TSE Man-tim	Engineer 15-2/Works	HyD

In attendance for Agenda Item (VII):

Mr. MAN Wai-keung	Senior Engineer/PHL1	HyD
Mr. YIP Pui-lam	Engineer/PHL2-2	HyD

Secretary:

Mr. KWOK Hang-wai, Jason	Executive Officer (District Council) 3	WTSDO
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Opening Remarks

The Chairman welcomed all Members and representatives of government departments to the 10th meeting of the Traffic and Transport Committee (“TTC”) under the 7th term of Wong Tai Sin District Council (“WTSDC”).

- I. Confirmation of Minutes of the 9th Meeting of the Traffic and Transport Committee under Wong Tai Sin District Council held on 15 May 2025
2. The minutes of the 9th meeting of TTC held on 15 May 2025 were confirmed without any amendment.

- II. Progress Report of the 9th Meeting of the Traffic and Transport Committee under Wong Tai Sin District Council held on 15 May 2025
(WTSDC TTC Paper No. 33/2025)
3. The views and enquiries of Members are summarised as follows:
 - (i) Members enquired about the progress of the traffic improvement around Shatin Pass Road, Tung Tau Tsuen Road and Muk Lun Street; and

- (ii) Members said that the waiting time was long at en-route stops of Green Minibus (“GMB”) Route No. 16, especially at the Choi Fai Estate stop. They hoped that the Transport Department (“TD”) would follow up with the GMB operator so that vehicles could be deployed flexibly to pick up passengers according to passengers’ transport needs.

4. TD gave a consolidated reply as follows:

- (i) The operator of GMB Route No. 54S had already painted markings at the minibus stop at Shatin Pass Road to help passengers queue in an orderly manner;
- (ii) The relevant section of TD was following up on the traffic light arrangement for the pedestrian crossing at Muk Lun Street during non-peak hours and would explain the relevant progress after the meeting;

(Post-meeting note: TD had reviewed the traffic light settings and traffic conditions at the junction of Shatin Pass Road, Tung Tau Tsuen Road and Muk Lun Street. The pedestrian crossing at the above junction was currently equipped with pedestrian push buttons, with vehicle sensors installed on the carriageways. The traffic light control system would allocate green time as appropriate based on the traffic flow in various directions and pedestrians’ need to cross the junction. After reviewing the situation, the department opined that the current traffic light settings at the junction had appropriately balanced the needs of different road users.)

- (iii) Kei Heep Secondary School had installed warning lights at its vehicular access on Tung Tau Tsuen Road. After sending its staff to inspect the site, the department believed that installing bollards was not suitable due to the insufficient width of the pavement there. The department had instructed the school to remind its staff to pay attention to the pedestrian safety at the vehicular access and consider posting notices or putting up banners at prominent locations to

remind pedestrians to beware of road safety. The department would continue to monitor the traffic conditions at the vehicular access; and

- (iv) TD would follow up with the relevant minibus operators on the service adjustment arrangements for GMB Route No. 16 and instruct the operator to balance the service intervals between different stops, so as to shorten the waiting time for passengers.

5. Members noted the Paper.

III. Progress Report on Projects under the Universal Accessibility Programme in Wong Tai Sin District
(WTSDC TTC Paper No. 34/2025)

6. The views and enquiries of Members are summarised as follows:

- (i) Members enquired if the works for Structure No. WTS05 could be completed in the third quarter of 2026 as scheduled;
- (ii) Regarding the works for Structure No. KS7, Members enquired whether the proposed temporary pedestrian walkway would affect the traffic at Lung Cheung Road. They also enquired about the actual arrangements for the demolition of the existing staircase and the closure of roads;
- (iii) Members reflected that the sundries from the works site of Structure No. WTS04 were not properly stored, and urged the Highways Department (“HyD”) to follow up with the relevant contractor; and
- (iv) Members enquired whether the proposed walkway connecting Wang On House (Structure No. WTH01) would be equipped with a cover to provide residents with convenient access.

7. HyD gave a consolidated reply as follows:

- (i) The foundation works for Structure No. WTS05 were in progress, and the entire project was expected to be completed in the third quarter of 2026;
- (ii) Regarding the works for Structure No. KS7, the contractor was revising the temporary traffic management plan based on the suggestions of the relevant departments, and a three-metre wide temporary pedestrian walkway would be built at the platform near Ngan Chi Path. The works would not affect the traffic at Lung Cheung Road for the time being. The works team was looking into the closure of the existing staircase and a lane of Lung Cheung Road, and would review the details of the arrangement with TD and the Police;
- (iii) The department would follow up with the works team and contractor of Structure No. WTS04 to ensure that miscellaneous items from the works site were stored safely; and
- (iv) The department would provide a reply as to whether the proposed walkway connecting Wang On House (Structure No. WTH01) would be equipped with a cover.

(Post-meeting note: HyD stated that regarding the footbridge across Fu Mei Street connecting Wang Fai House to Wang Fu House / Wang On House in Wang Tau Hom Estate, the department was looking into building a cover for the lift podium to be retrofitted and would report to Members in due course.)

8. Members noted the Paper.

IV. Progress Report on Traffic Improvement Works in Wong Tai Sin
(WTSDC TTC Paper No. 35/2025)

9. The enquiries raised by Members are summarised as follows:
- (i) Members enquired about the progress of the traffic improvement works at the Diamond Hill Station Public Transport Interchange (“Diamond Hill PTI”); and
 - (ii) Members enquired whether the dropped kerb construction works near Tin Ma Court bus stop on Ma Chai Hang Road could be completed in September 2025 as scheduled.

10. Hyd gave a consolidated reply as follows:

- (i) Regarding the traffic improvement works at Diamond Hill PTI, the works team would introduce traffic signs and markings at Lung Poon Street in early August 2025 to prohibit vehicles from turning right into Diamond Hill PTI from northbound Lung Poon Street, while the pavement at the entrance of Diamond Hill PTI would also be widened. As for painting reddish brown warning markings at the pedestrian crossing, HyD was discussing the specific arrangements for the works with TD; and
- (ii) The dropped kerb construction works near the Tin Ma Court bus stop on Ma Chai Hang Road were expected to be completed in August 2025.

11. Members noted the Paper.

V. The Next Round of Walkway Cover Projects
(WTSDC TTC Paper No. 44/2025)

12. The Chairman welcomed the representatives of TD and HyD, who had attended the meeting for this agenda item.

13. The representative of TD presented the Paper.

14. The views of Members were summarised as follows:

- (i) Members thanked TD and HyD for conducting preliminary technical assessments, people counting and on-site inspections for various alignment proposals in the past six months, and for optimising the alignment plan based on the assessment results;
- (ii) Members welcomed and supported the selection of the “Po Kong Village Road near Fu Shan Estate” alignment for the next round of walkway cover project in Wong Tai Sin District. They believed that the project could help residents in the area get around, and therefore hoped that HyD would conduct a preliminary study on the technical feasibility of the project in order to confirm a plan for implementation; and
- (iii) Members pointed out that the Smart and Green Mass Transit System in East Kowloon might be extended in future, with additional stations in Tsz Wan Shan and King Fu. Therefore, Members suggested that HyD should consider the connection between the proposed cover and the stations when conducting the technical feasibility study.

15. TD thanked Members for their support and said that the department would maintain close communication with the relevant departments during its preliminary feasibility study with HyD. TD would consider adjusting the alignment as appropriate to support the development needs of the district if it was technically feasible to do so. Furthermore, the Government would continuously review the priority of various works projects under planning based on its latest financial status and adjust their implementation schedules accordingly.

16. The Chairman said that Members unanimously agreed with HyD’s decision to commence a preliminary technical feasibility study for the “Po Kong Village Road near Fu Shan Estate” alignment and hoped that the alignment could be realised.

- VI. Expectations about the Road Resurfacing Works for Lung Cheung Road
(WTSDC TTC Paper No. 36/2025)
17. Members presented the Paper.
18. HyD submitted a written reply (Annex I) at the meeting for Members' reference.
19. The enquiries and views of Members are summarised as follows:
- (i) Members noted that HyD had planned to completely resurface Lung Cheung Road. Therefore, they suggested that the resurfacing works should be carried out in phases during off-peak hours and a complete closure should be avoided to minimise the works' impact on Lung Cheung Road's traffic;
 - (ii) Members enquire about the specific location of the 100-metre road section for the trial resurfacing of Lung Cheung Road;
 - (iii) Members hoped that HyD could seize the opportunity presented by the large scale resurfacing of Lung Cheung Road and look into the feasibility of installing noise barriers or implementing other noise mitigation measures to reduce the impact of the traffic noise on nearby residents. Members also suggested that HyD should work with other departments such as HD and the Leisure and Cultural Services Department to find out whether noise barriers could be installed along road sections near residential areas, especially near Lung On House of Lower Wong Tai Sin Estate and Kai Chuen Court;
 - (iv) Members pointed out that the sections of Lung Cheung Road near Tin Ma Court, Wang Tau Hom Estate and Tan Fung House had been paved with a new low noise road surfacing ("LNRS") material, and enquired about the difference between the new material and the

existing LNRS material in terms of noise reduction; and

- (v) Members reflected that the surface of the section of Lung Cheung Road near Exit B2 of Wong Tai Sin MTR Station was uneven. Water puddles would emerge when it rained and vehicles moving at a high speed would splash the water onto the pavement. Therefore, Members hoped that HyD would follow up and repair the road surface.

20. HyD gave a consolidated reply as follows:

- (i) HyD was planning to replace the concrete surface of Lung Cheung Road with bituminous surface and had begun working with the relevant departments to devise suitable temporary traffic measures and expedite the trial project. The department would select a 100-metre section of a lane of Lung Cheung Road as the trial location and carry out the resurfacing works on days with less traffic flow. HyD would report to Members once the trial location and specific arrangements had been confirmed;
- (ii) During the resurfacing works, Lung Cheung Road would not be completely closed, and there would still be lanes available to vehicles travelling in both directions. HyD would maintain close communication with the relevant departments in order to minimise the impact of the works on Lung Cheung Road's traffic while improving the quality of the road surface;
- (iii) As for the suggestion of building noise barriers along Lung Cheung Road, the resurfacing of Lung Cheung Road would not change the existing technical constraints such as the lack of space on Lung Cheung Road and road safety concerns. Therefore, it was technically infeasible to build noise barriers on the road sections concerned. Nevertheless, the department would continue to work with HD and the Environmental Protection Department to explore

the feasibility of building noise barriers along Lung Cheung Road;

- (iv) About the noise mitigation measures for Lung Cheung Road, the department had resurfaced suitable sections of the road with LNRS material to reduce the impact of traffic noise on the nearby residents. The department would regularly inspect the surface of the road sections concerned and resurface them with LNRS material again as necessary based on their conditions;
- (v) LNRS material could reduce the noise volume by four to five decibels, while the noise reduction effect of the new bituminous surface was still being tested; and
- (vi) HyD would follow up on the uneven road service of the section of Lung Cheung Road near Exit B2 of Wong Tai Sin MTR Station and carry out repairs after the meeting.

21. The Chairman said since Lung Cheung Road was a very busy trunk road, he hoped that HyD could minimise the impact of the resurfacing works on the traffic there and inform Members in due course after a detailed plan had been formulated. The Chairman also hoped that HyD would continue to explore noise mitigation measures for Lung Cheung Road with the relevant departments.

VII. Continuous Follow-up on the Pedestrian Link near Chuk Yuen North Estate Project
(WTSDC TTC Paper No. 40/2025)

22. Members presented the Paper.

23. The written reply submitted by HyD (Annex II) was placed at the table for Members' reference.

24. The views and enquiries of Members are summarised as follows:

- (i) Members said that the Pedestrian Link near Chuk Yuen North Estate Project was very important to residents in the district and those visiting Our Lady of Maryknoll Hospital (“OLMH”). They urged HyD to expeditiously push forward the project and accord priority to it, so as to optimise the district’s barrier-free facilities and facilitate residents’ travels; and
- (ii) Members enquired about the progress of the works project and hoped that HyD could provide the specific timetable.

25. The representative of Wong Tai Sin District Office said HyD had stated that it would carry out ground investigation before the end of this year. Therefore, he enquired whether the timetable would remain unchanged.

26. HyD gave a consolidated reply as follows:

- (i) HyD and the consultant had been continuously optimising the design of the works project to better utilise public resources and make the works more cost-effective;
- (ii) The department planned to commence the ground investigation before the end of this year and then refine the foundation design based on the findings. The overall design plan of the works project remained mostly unchanged; and
- (iii) The department had applied to upgrade the works project to a higher category, and the result of the application was expected in October this year. Once the works had been upgraded and the design optimised, the department would start working on the tendering exercise immediately.

27. The Chairman said in summary that Members were very concerned about the progress of the Pedestrian Link near Chuk Yuen North Estate Project. He hoped that HyD would commence the works as soon as possible to facilitate residents’ travels and complement the redevelopment of OLMH.

VIII. Suggested Traffic Improvement Measures for the Redevelopment of Ngau Chi Wan

(WTSDC TTC Paper No. 42/2025)

28. Members presented the Paper.

29. The written replies submitted by the Civil Engineering and Development Department and TD (Annex III and Annex IV) were placed at the table for Members' reference.

30. TD added that the design of the Wing Ting Road extension would be jointly vetted by multiple departments instead of TD alone. As for the suggestion about using the "public housing development at Ngau Chi Wan Village" of the Hong Kong Housing Society ("HKHS") as an opportunity to provide space at Lung Chi Path for goods vehicles to make U-turns, TD said that while Lung Chi Path was not under its management, the department had already proposed to HKHS that facilities should be introduced at Lung Chi Path as part of the development project to help goods vehicles make U-turns there. TD would continue to follow up on the arrangement with HKHS.

31. The Chairman asked the relevant departments to maintain communication with Members on the latest progress of the redevelopment of Ngau Chi Wan.

IX. Report on Illegal Parking in Wong Tai Sin (April to May 2025)

(WTSDC TTC Paper No. 37/2025)

32. Members noted the Paper.

X. Wong Tai Sin District Traffic Accident Injuries Report (April to May 2025)

(WTSDC TTC Paper No. 38/2025)

33. The views of Members are summarised as follows:

- (i) Members said that some pedestrians had failed to use the crossing facilities correctly at the section of Hammer Hill Road outside East Kowloon Polyclinic, which could easily lead to accidents. They hoped that TD and the Police would pay attention to the situation and explore improvement measures. They also suggested installing pedestrian railings there to guide pedestrians to nearby crossings;
- (ii) Members reflected that traffic offences had been spotted at the following locations and hoped that the Police would step up patrols and enforcement:
 - (a) Some people had been riding electric unicycles on Po Kong Village Road and Fung Lai Road in the evening and at night;
 - (b) Some people had been cycling on the pavements of Chuk Yuen Road and Ngan Chuk Lane in the afternoon and at dusk;
 - (c) There were often people riding bicycles or electric bicycles on the footbridge at Tin Ma Court;
 - (d) Some people had been riding electric bicycles on Chuk Yuen Road and Ma Chai Hang Road Roundabout between 4 p.m. and 6 p.m.; and
 - (e) Some people had been parking illegally on Chuk Yuen Road after 9 p.m.; and
- (iii) Members said that the on-street metered parking spaces outside Fung Po Mansion at Wan Fung Street were often occupied by multiple goods vehicles. As the goods vehicles obstructed the sight line of pedestrians and affected pedestrian safety, Members suggested converting the on-street metered parking spaces there to “private cars only” parking spaces.

34. The Hong Kong Police Force said that it would pay closer attention to the situation at the above locations and step up patrols and enforcement.

35. TD noted Members' views and would look into the feasibility of the relevant suggestions.

(Post-meeting note: TD was drafting improvement measures to guide pedestrians on Hammer Hill Road near East Kowloon Polyclinic to the existing crossing. TD would consult Members on the arrangements later. Also, currently pedestrians could safely walk south to the junction of Sheung Fung Street and Fung Tak Road or north to the junction of Sheung Fung Street and Shung Wah Street on the pavement at Wan Fung Street near Fung Po Mansion. There was also a pedestrian crossing with unobstructed view at Wan Fung Street near the Kam Fung Street Sitting-out Area, allowing pedestrians going east or west to cross Wan Fung Street safely. Therefore, TD would not consider converting the on-street metered parking spaces there into "private cars only" parking spaces.)

36. The Chairman asked the Police to step up patrols at the relevant locations and asked TD to devise improvement measures to prevent accidents.

37. Members noted the Paper.

XI. Upgrading Transport Network in the District for Better Access to Healthcare Services
(WTSDC TTC Paper No. 39/2025)

38. Members presented the Paper.

39. TD gave a consolidated reply as follows:

- (i) TD noted Members' views on GMB Route No. 88A and improving the transport services for the hospitals; and
- (ii) Regarding the service of GMB Route No. 20, the department had inspected the situation on site from 9 a.m. to noon in early June and found that no passengers had boarded at the stop in question during

that period. The average loading of the minibus route was around 60%. TD had referred Members' views to the minibus operator and suggested that the minibus operator should make suitable arrangements and deploy minibuses flexibly to meet the needs of passengers at en-route stops.

40. The Chairman asked TD to note and follow-up on Members' suggestions.

XII. Transport Links between Wong Tai Sin District and New Acute Hospital in Kai Tak

41. TD reported the latest updates about the transport links between Wong Tai Sin District and the new acute hospital in Kai Tak ("NAH") as follows:

- (i) TD noted that WTSDC was concerned about the transport arrangements for residents travelling between Wong Tai Sin District and NAH. The department would strive to ensure that the future public transport services could meet the needs of residents;
- (ii) TD had written to Members on 23 June 2025 to inform them that in order to provide easier access to the Kai Tak Hospital Area ("KTHA") for residents in Tsz Wan Shan, the department would implement the plan for expanding the service area of KMB Route No. 15A as stated in the Bus Route Planning Programme 2025-2026 of Wong Tai Sin District to provide direct bus services connecting Tsz Wan Shan, Diamond Hill, San Po Kong and KTHA. In response to the demand from the district for better public transport services for KTHA, TD expected to implement the plan in the first quarter of 2026; and
- (iii) TD had recently met with Members to listen to their views and explain the transport arrangements. The department would conduct another comprehensive review on the transport services for residents travelling between Wong Tai Sin District and KTHA. In addition, TD would also discuss with the operator of GMB Route

88A to explore ways to enhance its service in the future and look into the possibility of introducing an express service that travelled directly from Wong Tai Sin to KTHA. TD would update the committee on the progress in due course.

42. Members hoped that TD could plan the transport services connecting Wong Tai Sin District and KTHA in advance by drawing comprehensive estimates and analysing the relevant data, so that the public's need for transport services between Wong Tai Sin District and KTHA could be met.

43. The Chairman said that Members were concerned about the transport connection between Wong Tai Sin District and KTHA. He hoped that TD could properly prepare for the future opening of NAH by planning in advance.

XIII. Progress Report on Traffic Improvement Works in Wong Tai Sin
(WTSDC TTC Paper No. 35/2025)

44. Members presented the Paper.

45. Members pointed out that since the commissioning of Tuen Ma Line, there had been a great demand among residents in Tsz Wan Shan and King Fu Sub-district for minibus services connecting the two areas and Diamond Hill MTR Station. Members hoped that TD would review the travel needs of residents and consider introducing a franchised bus route to divert the passenger flow.

46. TD gave a consolidated reply as follows:

- (i) Regarding the lost trips of the special departures of GMB Route No. 37M, TD had followed up with the minibus operator. The operator would monitor the service arrangement to ensure the service frequency;
- (ii) Regarding the queuing situation of GMB Route Nos. 19M and 19S

at Diamond Hill PTI, some minibus operators had already arranged for their staff to maintain order at the queues during peak hours. TD had also demanded that the operator properly manage the queuing situation at the minibus stop; and

- (iii) TD noted the suggestion about introducing a franchised bus route. The department would closely monitor the changes in the demand for transport services in Tsz Wan Shan and King Fu Sub-district as well as the service quality and operation of the existing minibus service before following up with the bus companies and the minibus operator.

47. The Chairman said that Members had conducted a site visit at Diamond Hill PTI with TD and raised suggestions for improving the waiting environment for passengers. The Chairman suggested that TD could consider combining some of the lanes at the bus stops of Diamond Hill PTI to make space for passengers queuing for minibuses. He also hoped that TD could continue to explore improvement measures to provide a better waiting environment at Diamond Hill PTI.

XIV. Calling for Improvements to the Inadequate Transport Services for King Fu Sub-district
(WTSDC TTC Paper No. 43/2025)

48. Members presented the Paper.

49. Members suggested that some bus routes could detour via Diamond Hill PTI to pick up waiting passengers. Members also suggested that a notification mechanism should be established so that minibus operators could notify the terminus for making follow-up arrangements when there were long queues at en-route stops.

50. TD gave a consolidated reply as follows:

- (i) TD had been closely monitoring the services of GMB Route Nos. 10M and 19S. The department had conducted an on-site

investigation at the Fu Shan Estate minibus stop in early July 2025 during peak hours and found that most passengers could board a minibus within five minutes; and

- (ii) Currently the minibus operator would send empty minibuses with a “special departure” sign displayed on their windshields to Fu Shan Estate to pick up passengers during the morning peak hours. At the same time, the minibus operator was applying to TD for deploying an extra minibus for the route, and it also planned to further increase the number of minibuses deployed in the future to enhance the existing service.

51. The Chairman urged TD to continue monitoring the demand for public transport services in King Fu Sub-district. He also hoped that the minibus operator could further increase the number of vehicles deployed to enhance the service capacity and meet the transport needs of residents.

XV. Any Other Business

52. Members raised no other issues.

XVI. Date of the Next Meeting

53. The next meeting of TTC would be held at 2:30 p.m. on 11 September 2025.

54. The meeting was adjourned at 4:55 p.m.

Wong Tai Sin District Council Secretariat
September 2025

Chinese Version Only

(Please refer to:

https://www.districtcouncils.gov.hk/wts/doc/2024_2027/tc/committee_meetings_minutes/TTC/TTC_M10_M.pdf)