

Minutes of the 9th Meeting of the  
Traffic and Transport Committee under the  
7th Term of Wong Tai Sin District Council

Date: 15 May 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	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:

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. LO 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
Miss REN Yannan	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

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 9th 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 8th Meeting of the Traffic and Transport Committee under Wong Tai Sin District Council held on 13 March 2025

2. The minutes of the 8th meeting of TTC held on 13 March 2025 were confirmed without any amendment.

II. Progress Report of the 8th Meeting of the Traffic and Transport Committee under Wong Tai Sin District Council held on 13 March 2025

(WTSDC TTC Paper No. 21/2025)

3. Members said it was suggested at the 8th TTC meeting that a stop at Diamond Hill Station Public Transport Interchange (“PTI”) should be added to KMB Route No. 3B during peak hours, and service frequency of the route should be increased to pick up passengers heading to the PTI. It was also suggested that the route of Citybus Airport Route No. A23 should be adjusted to shorten its journey time. Members enquired about the progress of the above matters.

4. The Transport Department (“TD”) said that it would respond after the meeting.

(Post-meeting note:

TD responded after the meeting that:

- (i) When considering adjustments to existing routes and planning the public transport service network, the department would consider a basket of factors, including the supply of existing public transport services, passengers’ needs, patronage of new routes, potential traffic load and resource utilisation;

- (ii) The current route of Citybus Airport Route No. A23 which ran between Tsz Wan Shan (North) and Airport (Ground Transportation Centre) would depart from Tsz Wan Shan and pass through Wong Tai Sin, Kowloon Tong, Shek Kip Mei, Cheung Sha Wan, Lai Chi Kok and Mei Fu before reaching the Airport via the Hong Kong-Zhuhai-Macao Bridge Hong Kong Port. Shortening the route of Route No. A23 around Kowloon West would reduce its service area, which could in turn cause inconvenience to its existing patrons traveling to and from Kowloon West and potentially reduce its passenger volume, resulting in inefficient use of existing resources;
- (iii) Regarding the suggestion to include an additional stop to KMB Route No. 3B at the PTI, the suggestion would increase the journey time and affect existing passengers. The department had been monitoring demand for transport services from Tsz Wan Shan and Fu Shan to the PTI, and closely following up with the relevant minibuss operators to provide appropriate and direct minibuss services; and
- (iv) Due to the above reasons, the department currently had no plans to adjust the routes of Citybus Airport Route No. A23 and KMB Route No. 3B. The department would continue to closely monitor any changes in the needs of the passengers of the relevant routes with the bus companies, and would timely discuss with them the feasibility of improving their services.)

III. Wong Tai Sin District Traffic Accident Injuries Report (February to March 2025)

(WTSDC TTC Paper No. 22/2025)

5. Members pointed out that the frequent traffic accidents around New Clear Water Bay Road and Clear Water Bay Road were causing traffic congestion. Members hoped that the relevant departments would explore improvement measures to prevent accidents.

6. The Hong Kong Police Force (“HKPF”) said that it would pay close attention to the traffic conditions of the above road sections.

7. The Chairman asked the Police to investigate the causes of such traffic accidents and make appropriate arrangements to maintain smooth traffic flow.

(Post-meeting note: HKPF added after the meeting that according to the Police's record, there had been a total of 32 traffic accidents on Clear Water Bay Road (at the road section from Ngau Chi Wan Fire Station and Ping Shek Estate to the junction of Clear Water Bay Road and New Clear Water Bay Road) from March to May this year. Among such cases, six involved minor injuries. The main causes of the accidents were drivers changing lanes carelessly and following too close to the vehicle in front. The Police would continue to raise drivers' awareness of road safety through various publicity and education activities, and would rigorously take enforcement actions against traffic contraventions to protect road users and ensure smooth traffic flows.)

8. Members noted the Paper.

IV. Report on Illegal Parking in Wong Tai Sin (February to March 2025)  
(WTSDC TTC Paper No. 23/2025)

9. Members pointed out that since many sections of Chuk Yuen Road had been narrowed due to road closures necessitated by works and vehicles were often illegally parked near the road closure areas at night, the risk of accidents had become high. Members hoped that the Police would step up its enforcement against illegal parking on the above road sections.

10. The Police said that it would step up patrols and enforcement at the above road sections.

11. Members noted the Paper.

V. Progress Report on Traffic Improvement Works in Wong Tai Sin  
(WTSDC TTC Paper No. 24/2025)

12. Members noted the Paper.

VI. Progress Report on Projects under the Universal Accessibility Programme in Wong Tai Sin District

(WTSDC TTC Paper No. 25/2025)

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

- (i) Members noted that while the excavation works for walkway KS7 were expected to take place in April this year, the relevant works were still not commenced by May. Therefore, Members enquired whether the works had been postponed due to the rainy season. Regarding the above works, Members also enquired about the arrangements for the existing staircases' demolition and the road closure; and
- (ii) Members said it was suggested at the 8th TTC meeting that HyD should consider revising the design of walkway WTH01. Instead of building the lift tower at the location of the planter as originally planned, it was proposed that one of the staircases should be demolished to free up sufficient space for building the lift tower. Members also enquired whether the department would adopt the suggestion.

14. HyD gave a consolidated reply as follows:

- (i) Regarding the progress of the works for walkway KS7, the contractor was arranging excavations with underground utility stakeholders to finalise the relocation and rerouting works for the underground utilities. Therefore, no specific plan for the demolition of staircases and the road closure at Lung Cheung Road had been confirmed yet. Once the plan was finalised, the department would notify Members and nearby residents, and coordinate with TD and the Police; and
- (ii) Regarding the suggestion revision of the design of walkway WTH01, the department had further studied Members' suggestions with the works consultant and the contractor's team. Due to design

considerations and the proposal's impact on the works period, the department could not adopt the proposed design at the current stage.

15. The Chairman asked HyD to notify Members as soon as possible once the staircase demolition and road closure arrangements for walkway KS7 had been finalised, so that they could inform local residents.

16. Members noted the Paper.

VII. Wong Tai Sin District Annual Action Plan 2025/2026 of Transport Department  
(WTSDC TTC Paper No. 26/2025)

17. The representative of TD presented the Paper.

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

- (i) Members thanked TD for actively following up on their views and improving its transport services and facilities over the past year, especially by exploring the provision of more motorcycle parking spaces in various locations in the district. Members also hoped that TD would continue to actively look into providing more motorcycle parking spaces in King Fu Sub-district;
- (ii) Members noticed that TD planned to widen the pavement at Fung Mo Street near St Patrick's School to improve pedestrians' sight line at the crossing. Therefore, Members enquired whether the works would narrow the carriageway. Moreover, since drivers often failed to stop at the zebra crossing there to let pedestrians cross the road first, Members suggested converting the zebra crossing into a signal-controlled crossing with red light-projecting auxiliary devices and pedestrian crossing buttons to protect pedestrian safety;
- (iii) Members pointed out that some bus arrival information display panels had long been out of order, but no repair works had been

arranged. Therefore, Members hoped that TD and bus companies would pay more attention to the operation of the bus arrival information display panels and arrange for repairs in a timely manner to help passengers obtain bus arrival information. Members also hoped that TD would maintain close communication with the bus companies and actively explore the possibility of installing more bus arrival information display panels;

- (iv) Members enquired whether TD's scheme to subsidise bus companies for installing bus stop shelters, bus stop chairs and bus arrival information display panels had ended, and whether the subsidy scheme covered the installation of solar powered bus stop shelters;
- (v) Members hoped that green minibus ("GMB") operators could flexibly deploy vehicles according to passengers' transport needs. Members also suggested arranging more frequent special departures to pick up passengers waiting for GMB Route Nos. 19M and 19S at Fu Shan Estate and GMB Route No. 16 at Choi Wan Shopping Centre during the morning peak hours; and
- (vi) Members were concerned about the works progress of the "District Open Space, Sports Centre and Public Vehicle Park at Sze Mei Street" project and hoped that the relevant departments would report on its progress in a timely manner. Members also suggested setting up display panels on the main roads near Sze Mei Street to show the number of parking spaces available, so that drivers could know the real time status of the car park.

19. TD gave a consolidated reply as follows:

- (i) The department would continue to explore the provision of more motorcycle parking spaces at suitable locations;
- (ii) The pavement widening works at Fung Mo Street would reduce the width of the carriageway from five metres to four metres, which

would still be wide enough for vehicles to pass through. The department would assess the proposal to convert the zebra crossing into a signal-controlled crossing and consider its impact on the nearby traffic and residents;

- (iii) Upon receiving complaints on bus arrival information display panels, the department would immediately follow up with bus companies and remind them to regularly check and repair the display panels;
- (iv) Under this year's subsidy scheme, the department had received an application from a bus company to install a seat at the bus stop near Exit B of Diamond Hill MTR Station on the westbound lane of Lung Cheung Road. The department was processing the application, and it was estimated that the installation would be completed within this year. Meanwhile, the subsidy scheme did not cover solar powered bus stop shelters;
- (v) The department noted Members' concerns about the services of GMB Route Nos. 16, 19M and 19S, and would follow up with the operators on the arrangements for service adjustments; and
- (vi) The "District Open Space, Sports Centre and Public Vehicle Park at Sze Mei Street" project was being implemented by the Architectural Services Department ("ArchSD"). TD would convey Members' views to ArchSD for follow-up.

20. The representative of the Wong Tai Sin District Office ("WTSDO") said that as the "District Open Space, Sports Centre and Public Vehicle Park at Sze Mei Street" project involved facilities such as an open space and a sports centre, the relevant departments would be invited to report on the works progress at the meetings of the District Facilities and Works Committee.

21. The Chairman asked TD to discuss with minibus operators to arrange appropriate service adjustments, deploy vehicles or introduce special departures to pick up passengers according to passengers' needs. The Chairman suggested that Members

could propose to TD locations for additional motorcycle parking spaces for the department's reference.

VIII. Proposed Introduction of Rehabus Boarding Facility on Fung Shing Street (Fu Shan Estate Section)

(WTSDC TTC Paper No. 27/2025)

22. Members presented the Paper.

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

24. The views of Members are summarised as follows:

(i) Members pointed out that Fu Shan Estate had a large elderly population and many providers of elderly services. Moreover, elderly residents, mobility-impaired persons or wheelchair users in the district had to regularly visit hospitals for follow-up appointments or rehabilitation centres for treatment, giving rise to a considerable demand for rehabus services. However, since there were very few parking spaces suitable for boarding and alighting rehabuses in Fu Shan Estate, the journey could be inconvenient for those in need; and

(ii) Considering the actual needs of the community and residents, Members suggested that boarding and alighting facilities should be provided at Fung Shing Street near Fu Yan House, Fu Shan Estate so that people in need could have enough time to board and alight rehabuses safely. The plan could also shorten the distance they had to travel for boarding rehabuses and thus reduce accidents.

25. TD gave a consolidated reply as follows:

(i) TD said that the department had already sent its staff to inspect the

site. Currently there was a no stopping zone at Fung Shing Street near Fu Yan House, and vehicles were not allowed stop at the roadside within the no stopping zone for picking up or setting down passengers during the restricted period. Vehicles that must pick up or set down passengers within the restricted zone could apply to TD for a “restricted zone permit”. The application form (Form No.: TD606) could be downloaded from TD’s website, and the department would grant permits based on individual circumstances; and

- (ii) Considering the actual needs of the relevant vehicles, TD suggested that the organisation concerned could consider applying to TD for a “restricted zone permit” to allow their rehabuses to stop near Fu Yan House at Fung Shing Street for picking up and setting down passengers provided that it was safe to do so. The department would actively consider the application to facilitate the travels of citizens in need.

26. The Chairman said that considering the needs of various road users, providing a boarding/alighting space for rehabuses at Fung Shing Street near Fu Yan House might affect the traffic. Therefore, he agreed that a “restricted zone permit” could be issued to the applicant organisation to allow its rehabuses to park at the roadside for safe pickup and setting down of passengers.

IX. Urging for Better Transport Facilities at the Junction between Choi Fung Path in Choi Wan Estate and Clear Water Bay Road to Prevent Accidents  
(WTSDC TTC Paper No. 28/2025)

27. Members presented the Paper.

28. The written reply submitted by TD (Annex II) was placed at the table for Members’ reference.

29. Members pointed out that drivers turning into Clear Water Bay Road from Choi Fung Path, Choi Wan Estate could not stop their vehicles to observe the conditions

of the road ahead due to the absence of a buffer zone, which could lead to accidents. Therefore, Members suggested that TD should expeditiously improve the design of the road by, for example, introducing a buffer zone.

30. TD responded that in order to improve the traffic arrangement for the junction of Clear Water Bay Road and Choi Fung Path, the department was looking into widening certain sections of Clear Water Bay Road and adding extra lanes at the junction concerned, so as to improve road safety there by allowing vehicles on the westbound lane of Clear Water Bay Road and vehicles turning right from Choi Fung Path to stop and wait. Since the proposed improvement measure involved Choi Wan (I) Estate, TD was consulting the relevant works departments and HD about it. Once the measure had been confirmed feasible, TD would further follow up and carry out local consultation.

31. The Chairman thanked TD for actively exploring traffic improvement measures to improve road safety and hoped that the said measure could be implemented soon.

X. Mandatory Use of Child Restraining Device in Private Cars for Child Passengers Aged below Eight with a Body Height under 1.35 Metres  
(WTSDC TTC Paper No. 29/2025)

32. Members presented the Paper.

33. TD's written reply (Annex III) was placed on the table for Members' reference.

34. The views of Members are summarised as follows:

- (i) Members pointed out that following the Legislative Council's endorsement of the Road Traffic (Safety Equipment) (Amendment) Regulation 2024 ("the Regulation"), starting from 1 November 2025, unless child passengers aged below eight reached a body height of 1.35 metres, they must use child restraining devices ("CRDs") in private cars irrespective of sitting in the front or rear

seats. Apart from conventional types of child safety seats, there were also various types of portable CRDs, such as seat belt adjusters, wearable safety restraint vests and foldable boosters, available in the market for selection. In this connection, Members asked TD to explain the specific legal requirements on the standards of CRDs, so that Members could relay the information to residents of Wong Tai Sin District and protect the safety of child passengers;

- (ii) Members suggested that TD should step up publicity and education for the public in Wong Tai Sin District before and after the new law took effect and disseminate information to residents in the district, so that drivers and residents could understand and adhere to the requirements of the new law; and
- (iii) Members suggested that TD could consider including the latest National Standard of the People's Republic of China GB 27887-2024 for restraining devices for child occupants of power-driven vehicles as an accepted specification or standard under the Regulation.

35. The reply of TD is summarised as follow:

- (i) Under the Regulation, a CRD meant a restraining device intended to be worn by a child passenger in a vehicle and designed to prevent or lessen injury to the child passenger in the event of an accident to the vehicle;
- (ii) Under the Regulation, CRDs, including conventional types of child safety seats and portable CRDs, must comply with one or more than one of the specifications or standards set out in Annex III; and
- (iii) TD had already carried out education and publicity via various channels, including explaining the new requirement in media interviews in February and April and providing information on using CRDs on social media platforms and the dedicated webpage, in order to help drivers and parents understand the new requirement on

using CRDs. In order to prepare the public for the Regulation, TD would work with the Police and the Road Safety Council to further step up the publicity and education efforts.

36. The Chairman asked TD to step up the relevant publicity to help the public understand the new requirements on the use of CRDs and ensure the safety of child passengers.

VIII. Proposed Introduction of Green Minibus Service between MTR Stations in Wong Tai Sin District and Kai Tak Hospital  
(WTSDC TTC Paper No. 30/2025)

37. Members presented the Paper.

38. The views of Members are summarised as follows:

- (i) Members were concerned about the transport services connecting Wong Tai Sin District and Kai Tak Hospital and urged TD to complete its planning expeditiously by assessing the transport needs of the various groups that would travel between Wong Tai Sin District and Kai Tak Hospital, including patients, visitors, healthcare staff and passengers who had to go to Wong Tai Sin District to interchange for other transport services. Members hoped that TD would plan the franchised bus and green minibus (“GMB”) routes operating between Wong Tai Sin District and Kai Tak Hospital to meet the needs of passengers travelling to and from the two places;
- (ii) Members suggested that Lok Fu, Diamond Hill and Choi Hung MTR Station should each be served by at least one GMB route that directly led to Kai Tak Hospital, so that residents in the district could conveniently travel to and from Kai Tak Hospital for consultations and visits;

- (iii) Members pointed out that GMB Route No. 88A was put into service in March this year. The service of the route operated at a headway of 30 minutes, and there was no service on weekends and public holidays. Noting that TD had said that the department would consider extending the route to Tsz Wan Shan and Chuk Yuen, Members asked TD about the future service frequency and extension plan;
- (iv) Members welcomed the introduction of a stop at Kai Tak Hospital to KMB Route No. 15A. Members also hoped that there would be more bus services directly connecting Wong Tai Sin to Kai Tak Hospital, and that the routes would not be circuitous; and
- (v) Members hoped that TD could regularly report the latest progress on the transport services between Wong Tai Sin District and Kai Tak Hospital at TTC meetings and provide a route map showing the transport services from various parts of Wong Tai Sin District to Kai Tak Hospital.

39. TD gave a consolidated reply as follows:

- (i) Currently there were a total of ten franchised bus routes and GMB routes that served the Kai Tak Hospital Area. Among these services, two GMB routes mainly served residents of Wong Tai Sin, namely the new GMB Route No. 88A, which was put into service in March 2025 and served Wong Tai Sin and Diamond Hill MTR Station (near Kai Chuen Court and San Po Kong), and GMB Route No. 68 which served Choi Hung MTR Station. Residents in Lok Fu could go to Wong Tain Sin MTR Station by MTR before taking GMB Route No. 88A for the Kai Tak Hospital Area;
- (ii) Under the Bus Route Planning Programme 2025-2026 of Wong Tai Sin District, TD suggested that KMB Route No. 15A could be made to pass through Kai Tak Hospital. The department was consulting the TTCs of the District Councils involved, and the views of different parties would be summarised so that the department could

consider them in a holistic manner;

- (iii) GMB Route No. 88A was operated at a headway of 30 minutes on weekdays only. Since there were not many passengers from Wong Tai Sin District at the moment, the department would continue monitoring the passenger demand and, when necessary, follow up with the operator about service adjustments, including potential extension of the service to weekends and public holidays; and
- (iv) TD would continue to pay close attention to the progress of the Kai Tak Hospital project and the overall development of the district, and timely consider adjusting or strengthening the transport services in the district based on the demand. The department might also consider introducing new franchised bus routes or GMB routes to meet the public's demand for transport services to and from Kai Tak Hospital.

40. The Chairman asked TD to plan the transport services for Wong Tai Sin District in advance after assessing the demand for transport services from Wong Tai Sin District to Kai Tak Hospital, and report on the relevant progress regularly.

XII. Suggestions for Improving Traffic around Tung Tau Tsuen Road and Shatin Pass Road  
(WTSDC TTC Paper No. 31/2025)

41. Members presented the Paper.

42. The written reply from TD was tabled at the meeting for Members' reference (Annex IV).

43. The views of Members are summarised as follows:

- (i) Members said that the queuing areas of the minibus stop for GMB Route No. 54S and the cross-boundary bus stop at Shatin Pass Road

overlapped with each other. As a result, minibus drivers might mistake minibus passengers waiting at the stop for cross-boundary bus passengers and fail to stop and pick them up. Therefore, Members suggested that the signs of the above stops should be separately placed to avoid misunderstanding;

- (ii) Members pointed out that the Muk Lun Street exit of Muk Lun Street Playground and the access of the carpark of Lions Rise Mall were frequently used by residents. Therefore, Members suggested strengthening the traffic safety measures there and shortening the duration of the red light of the pedestrian traffic lights at the pedestrian crossing on Muk Lun Street during non-peak hours; and
- (iii) Members said that the vehicular access of Kei Heep Secondary School was frequently used by vehicles. To prevent vehicle to pedestrian collisions, Members suggested taking safety measures at the school's vehicular access, such as painting yellow lines on the ground, installing steel posts, or adding alert devices with flashing and sound features to remind pedestrians of the presence of the vehicular access, thereby enhancing road safety.

44. TD gave a consolidated reply as follows:

- (i) TD had already followed up with the minibus operator of GMB Route No. 54S about its drivers' failure to stop properly for passengers to board. TD had also instructed the minibus operator to remind drivers to pay attention to whether there were passengers waiting at en-route stops, so as to ensure that passengers could board under safe conditions. Also, the relevant minibus operator would look into painting queue markings to help passengers queue in an orderly manner;
- (ii) After deploying staff to inspect Muk Lun Street, TD found that both pedestrians and drivers at the pedestrian crossing could clearly see the surroundings of the road and vehicles approaching from afar and cross the pedestrian crossing in an orderly manner. The traffic

operation there was smooth. Therefore, the department opined that the current arrangements for the pedestrian crossing were appropriate. The department would also review the traffic light arrangements for the pedestrian crossing at Muk Lun Street during non-peak hours; and

- (iii) TD said that the vehicular access of Kei Heep Secondary School was located on Tung Tau Tsuen Road with a clear sight line. Like the vehicular accesses of most buildings, the concerned vehicular access also came with a drop kerb on the pavement. Therefore, the department opined that the current arrangements for the vehicular access were appropriate. The department would also study the feasibility of installing bollards at the vehicular access. Regarding the suggestion of painting yellow lines on the ground, the department said that “yellow hatched markings” were generally used to indicate areas where parking was prohibited and were not suitable for this situation.

45. The Chairman asked TD to consider taking appropriate improvement measures at the vehicular access of Kei Heep Secondary School, so as to remind pedestrians of its presence and enhance road safety.

### XIII. Any Other Business

#### *Concerns about Noise of Low-flying Aircraft around Tsz Wan Shan*

46. Members stated that they had received reports from residents of Tsz Oi Court Stage III and Tsz Ching Estate regarding the frequent noise of low-flying aircraft around Tsz Wan Shan in recent mornings, and would like to learn about the reasons behind.

(Post-meeting note: The Civil Aviation Department (“CAD”) responded after the meeting that it had reviewed the operational records and the Aviation Weather Report of the Hong Kong Observatory for the mornings from 13 to 19 May 2025. Records showed that for most of the mornings from 13 to 18 May 2025, easterly winds prevailed at Hong Kong International Airport, resulting in some departing aircrafts taking off from

the airport towards the northeast and flying over Wong Tai Sin District (including Tsz Wan Shan). At altitudes that complied with procedural requirements, the concerned aircrafts were not flying low. These arrangements were made in consideration of flight safety and operational needs, and the department hoped that residents would understand. CAD and the Airport Authority Hong Kong would continue to closely monitor airport operations and the implementation of the relevant aircraft noise mitigating measures, so as to minimise the impact of aircraft operations on Wong Tai Sin District.)

*Proposed New Bus Route Travelling between Choi Hung Road in Diamond Hill and Kwun Tong Business Area*

47. Members pointed out that TD had proposed the introduction of a KMB Route No. 29 in its Bus Route Planning Programme 2023-2024 of Wong Tai Sin District to provide express services for passengers travelling between Diamond Hill and the Kwun Tong business area. However, the proposal ultimately could not be implemented. Therefore, Members suggested that the department should reconsider introducing the said route travelling between Choi Hung Road in Diamond Hill and the Kwun Tong business area via Kai Tak Hospital.

48. TD said that it would respond after the meeting.

(Post-meeting note: TD said after the meeting that the department had proposed a KMB Route No. 29 in its Bus Route Planning Programme 2023-2024 of Wong Tai Sin District, and was following up with the bus company on the implementation. Currently, passengers around Diamond Hill and San Po Kong could take Kowloon GMB Route No. 88A to Kai Tak Hospital. Regarding Members' suggestion to introduce a stop at Kai Tak Hospital to KMB Route No. 29, the proposal would significantly lengthen the bus journey and affect operational efficiency. Therefore, TD had reservations about this proposal.)

*Proposed Enhancement of Bus Services from Wong Tai Sin to Tsuen Wan*

49. Residents were often unable to board buses to Tsuen Wan at the Lung Cheung Road bus stop because the buses were full. To solve the problem, Members suggested enhancing the bus services between Wong Tai Sin and Tsuen Wan

50. TD asked Members to name the bus routes or timeslots that required service enhancements, so that the department and bus companies could follow up.

*Service of GMB Route No. 53M*

51. Members received reports from residents that drivers of GMB Route No. 53M had informed passengers that the route no longer had a stop at Chuk Yuen Road. Therefore, Members enquired whether the relevant route had changed.

52. TD said that it would respond after the meeting.

(Post-meeting note: TD said after the meeting that regarding drivers of Kowloon GMB Route No. 53M not stopping for passengers to board and alight near Wang King House at Chuk Yuen Road, the department had referred the matter to the relevant minibus operator for follow-up. The minibus operator would also remind drivers to let passengers board and alight there under safe conditions.)

*Progress of Designating the Carparks of Kai Chuen Court and Kai Cheung Court as Restricted Roads*

53. Members asked TD about the progress of the application for designating the carparks of Kai Chuen Court and Kai Cheung Court as restricted roads, and hoped that the department could expedite the relevant process.

54. TD said that it had provided its views on the application to HD and was waiting for HD's follow-up and response.

*Concerns about Cycling on the Footbridge at Tin Ma Court*

55. Members reflected that recently some cyclists had been riding bicycles on the footbridge at Tin Ma Court, affecting pedestrian safety. Members hoped that the Police would step up enforcement.

56. The Police said that it would arrange for more staff to patrol the relevant location and prosecute offenders.

XIV. Date of the Next Meeting

57. The next meeting of TTC would be held at 2:30 p.m. on 17 July 2025.

58. The meeting was adjourned at 4:20 p.m.

Wong Tai Sin District Council Secretariat

July 2025

# Chinese Version Only

(Please refer to:

[https://www.districtcouncils.gov.hk/wts/doc/2024\\_2027/tc/  
committee\\_meetings\\_minutes/TTC/TTC\\_M9\\_M.pdf](https://www.districtcouncils.gov.hk/wts/doc/2024_2027/tc/committee_meetings_minutes/TTC/TTC_M9_M.pdf))