

**Minutes of the Tenth Meeting of the
Traffic and Transport Committee
under Eastern District Council**

Date: 19 August 2025 (Tuesday)
Time: 2:30 pm
Venue: Eastern District Council Conference Room

Present

Mr TING Kong-ho, Eddie, MH	Ms LIN Cai-ying	Ms CHIK Kit-ling, Elaine
Mr WONG Chi-chung	Mr HUNG Chi-kit	Mr CHENG Chi-sing, MH
Mr YUEN Kin-chung, Kenny	Mr HUNG Lin-cham, MH, JP	Ms LAU Suk-yin
Ms LI Lee	Mr HUNG Chiu-kwan	Ms LAU Dana Sing-she
Ms NG Ching-ching	Mr LIANG Li	Mr LAU Hing-yeung, MH (Vice-chairman)
Ms LEE Ching-har, MH	Ms CHAN Hang, MH, JP	Mr LAI Nuen-san
Mr HO Ngai-kam, Stanley	Mr KWOK Ho-king, Calvin (Chairman)	Mr LU Xiaofeng, Anthony
Mr LAM Sum-lim, MH	Mr KWOK Wing-kin	Ms LEE Woon-ming, Wendy (Co-opted Member)
Mr LAM Wing-shing	Mr CHAN Hoi-wing, Joseph	Mr WU Chi-hei (Co-opted Member)
Mr LAM Wing-cheung	Ms TSANG Cheuk-yi	

In Regular Attendance (Government Representatives)

Mr FU Yiu-nam, Daniel	Assistant District Officer (Eastern)2, Eastern District Office
Miss MA Siu-yee	Senior Executive Officer (District Council), Eastern District Office
Ms TO Kit-ling, Caroline	Senior Liaison Officer (1), Eastern District Office
Mr CHENG Tsz-hin, Ivan	Project Coordinator/Eastern 1, Transport Department
Mr CHAN Kam-hung, Dennis	Engineer/Eastern 2, Transport Department
Ms LAM Nga-man, Kraman	Engineer/Eastern 3 & General, Transport Department
Mr WONG Ping-cheung, William	Senior Transport Officer/Eastern, Transport Department
Mr KONG Wai-ho, Alex	District Engineer/North East, Highways Department
Mr CHOI Kai-bong, Martin	District Engineer/North Point, Highways Department
Ms WAN Tsui-ling	District Operations Officer (Eastern District), Hong Kong Police Force
Mr TAM Yiu-wah	Officer-in-charge (District Traffic Team) (Eastern District) (Ag.), Hong Kong Police Force

Ms YU Tsz-yan, Ronnie Senior Estate Surveyor/Hong Kong East (1) (District Lands Office, Hong Kong East), Lands Department

In Attendance by Invitation (Representatives from the Government and Organisations)

Mr Karl HUEN	Assistant Manager, Public Affairs, The Kowloon Motor Bus Company (1933) Limited
Mr Eric CHAN	Assistant Manager, Operations, The Kowloon Motor Bus Company (1933) Limited
Mr Eric LEE	Officer, Operations Support, The Kowloon Motor Bus Company (1933) Limited
Mr Calvin TSANG	Senior Corporate Communications Officer, Citybus Limited
Mr Dennis YIP	Senior Planning Officer, Citybus Limited
Ms Virgini FUNG	Manager – External Affairs, MTR Corporation Limited
Mr Jeffrey LEUNG	Graduate Trainee, MTR Corporation Limited

Secretary

Ms NG Sze-chung, May Executive Officer I (District Council)3, Eastern District Office

Opening Remarks

The Chairman welcomed all Members, representatives from the government and organisations to the meeting.

Agenda 1. Confirmation of the Draft Minutes of the 9th Meeting of Traffic and Transport Committee (TTC)

2. The above draft minutes were confirmed without amendments.

Agenda 2. Traffic Issues at Entrances/Exits of Nos. 6 and 7 Comfort Terrace in North Point
(TTC Paper No. 24/2025)

3. The Chairman welcomed the representatives of the Transport Department (TD), Highways Department (HyD) and the Hong Kong Police Force (HKPF) to the meeting.

4. A Member briefed the meeting on Paper No. 24/2025.

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5. The views of Members about the agenda item were summarised as follows:
- (a) Members suggested designating the captioned location (i.e. to the right of the vehicle entrances/exits at Comfort Terrace and Comfort Heights) as a “24-hour no stopping restricted zone”. This would prevent drivers’ line of sight from being obstructed when exiting Comfort Terrace via Summer Court, and ensure smooth traffic flow; and
 - (b) Currently, goods vehicles were often parked at the turning point from Comfort Terrace to Comfort Gardens to load and unload goods. Members hoped that the Police would take enforcement action against this issue.
6. The representatives of the TD, HyD and HKPF noted Members’ views and suggestions, and responded to their views and enquiries as follows:

TD

- (a) The TD had conducted district consultations on the proposals and secured stakeholders’ support. The TD would issue a Works Request Form to the HyD to implement the proposals as soon as possible;

HyD

- (b) The HyD would implement the relevant road improvement works in due course in accordance with the requirements set out in the Works Request Form issued by the TD; and

HKPF

- (c) The Police would closely monitor the situation and take enforcement action as appropriate.

Agenda 3. Request for Government Attention to Frequent Traffic Accidents on Cheung Hong Street in North Point
(TTC Paper No. 25/2025)

7. The Chairman welcomed the representatives of the TD, HyD and HKPF to the meeting.

8. A Member briefed the meeting on Paper No. 25/2025.

9. The views of Members about the agenda item were summarised as follows:

- (a) Members were concerned about the traffic safety on Cheung Hong Street, and proposed several recommendations, including:
 - (i) extending the “24-hour no stopping restricted zone”;
 - (ii) installing a traffic control electronic monitoring system;
 - (iii) providing road humps, loading/unloading bays and steel bollards to reduce the threat to pedestrians posed by vehicles rolling backwards out of control;
 - (iv) narrowing the carriageway to eliminate illegal parking;
 - (v) studying the enhancement of safety devices requirements for large goods vehicles;
 - (vi) continuing to promote road safety awareness through publicity and education activities;
- (b) Members hoped that the Police would step up enforcement action to combat illegal parking and stopping of vehicles; and
- (c) Members indicated that having the relevant departments present the working drawings of the proposed plan during the meeting would help advance the discussion.

10. The representatives of the TD, HyD and HKPF noted Members’ views and suggestions, and responded to their views and suggestions as follows:

TD

- (a) The TD installed “slow” road markings, “steep hill downwards ahead” and “traffic signals ahead” traffic signs on the Cheung Hong Street

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ramp in the first quarter of this year to alert drivers to road safety;

- (b) In early August, the TD conducted district consultations through the Eastern District Office (EDO), presenting to Members and the local communities a traffic improvement plan involving widening sections of the pavements, installing additional railings and cautionary crossings, and appropriately extending the “24-hour no stopping restricted zone” on Cheung Hong Street. The proposal obtained support from the local communities;
- (c) The TD would issue a Works Request Form to the HyD to facilitate the early implementation of the plan;
- (d) The plans of the improvement works would be submitted to the TTC for reference shortly;

HyD

- (e) The HyD stated that anti-skid tests conducted six months ago showed that the skid resistance of the existing carriageway surface complied with the standard, rendering the addition of anti-skid dressing unnecessary at this stage. Nevertheless, the HyD noted Members’ suggestion regarding the addition of anti-skid dressing, and would pass it on to the relevant section;
- (f) The HyD would implement the relevant road improvement works in due course in accordance with the Works Request Form issued by the TD;
- (g) The HyD would continue to monitor the conditions of the Cheung Hong Street road section to ensure road safety; and

HKPF

- (h) The Police would continue to maintain close communication with the TD, and would actively support the relevant improvement plan by taking appropriate enforcement actions.

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TD/HyD/HKPF

11. After discussion, the TTC agreed to follow up on the agenda item upon further progress.

(Post-meeting note: The Secretariat sent the supplementary information (the proposed improvement works plan) provided by the TD to the TTC for reference on 3 September 2025.)

Agenda 4. Proposal for Pavement Widening and Barrier-free Access Enhancement Works on Shau Kei Wan Main Street East **(TTC Paper No. 26/2025)**

12. The Chairman welcomed the representatives of the TD to the meeting.

13. A Member briefed the meeting on Paper No. 26/2025.

14. The views and enquiries of Members about the agenda item were summarised as follows:

- (a) Members pointed out that the Government had widened part of the Main Street East pavement in earlier years. However, the remaining sections (i.e. Nos. 4-22, 23-51, 94-141 and 121-151 Main Street East) had a heavy pedestrian flow due to the presence of multiple elderly care homes and schools, as well as tourist attractions drawing many visitors. Furthermore, it was expected that the nearby A Kung Ngam and Ming Wah redevelopment projects would significantly increase the population, potentially overburdening the pavements. Therefore, Members advised the TD to consider widening the street to improve both the travel environment for residents and visitors' experience;
- (b) Members enquired the time and frequency of pedestrian flow survey conducted by the department;
- (c) Members were concerned about illegal parking and the issue of narrow pavement with a clear width of only 1.3 metres; and
- (d) Members considered that the existing amenity railings could serve to

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protect pedestrian safety and guide pedestrian flow, and therefore did not support their removal.

15. The representative of the TD noted Members' views and suggestions, and responded to their views and suggestions as follows:

- (a) The pedestrian traffic survey was conducted in March this year;
- (b) The TD explained that the width of the pavement along the relevant road section was sufficient for wheelchairs access and could accommodate the current peak-hour pedestrian flow;
- (c) The TD emphasised that it would only consider adjusting or relocating the railings where there was a genuine need and appropriate locations were available; and
- (d) The problem of illegal parking would be referred to the Police for enforcement action.

Agenda 5. Request the Government to Improve Uneven Pavements in the Eastern District to Safeguard Residents' Travel Safety (TTC Paper No. 27/2025)

16. The Chairman welcomed the representatives of the HyD to the meeting.

17. A Member briefed the meeting on Paper No. 27/2025.

18. The views and enquiries of Members about the agenda item were summarised as follows:

- (a) Members commended the HyD for their proactive attitude and prompt action in addressing the issue of uneven pavements. However, they expressed much concern over the captioned issue, as the number of complaints recorded in the Eastern District last year remained the third highest in Hong Kong;
- (b) Members commented that extreme weather conditions, heavy rainfall

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and the use of high-pressure water jets for cleaning pavements would accelerate the erosion of paving joints and underlying fine sand (in particular on roads outside markets), affecting the travel safety of residents (especially the elderly);

- (c) Members proposed a number of suggestions, including:
 - (i) introducing more durable materials for maintenance works;
 - (ii) adopting surface cleaners by cleaning contractors for street washing;
 - (iii) employing innovative technology to assess and monitor road conditions;
 - (iv) planting vegetation to prevent soil erosion;
 - (v) increasing the frequency of inspections;
 - (vi) stepping up supervision of contractors undertaking works for public utilities and underground utilities companies to ensure proper restoration of road surfaces following the completion of works;

- (d) Members mentioned that some residents were injured by tripping on protruding manhole covers, and sought contact details for claims procedures.

19. The representative of the HyD noted Members' views and suggestions, and responded to their views and suggestions as follows:

- (a) In terms of quality control, strict clauses were incorporated into the works contracts, and tests would be conducted on the durability, hardness and compressive strength of the paving blocks to ensure compliance with contract requirements;

- (b) As for scientific research, the HyD had been researching more durable paving materials to reduce the need for maintenance;

- (c) For paving blocks near markets, a small amount of cement was mixed into the sand layer to strengthen the stability of their bases, and sealants would be used between the paving blocks under specific conditions; and

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- (d) The HyD indicated that, subject to the extent of road damage and risk level, it would prioritise and formulate appropriate maintenance plans and schedules.

HyD

- 20. After discussion, the TTC agreed to follow up on the agenda item upon further progress.

Agenda 6. Call to Address Potholes and Stagnant Water Problems on Lee Chung Street **(TTC Paper No. 28/2025)**

- 21. The Chairman welcomed the representatives of the HyD to the meeting.
- 22. A Member briefed the meeting on Paper No. 28/2025.
- 23. The views of Members about the agenda item were summarised as follows:
 - (a) Members raised a number of enquiries, including:
 - (i) the frequency of regular road inspections;
 - (ii) the causes of potholes;
 - (iii) the criteria for resurfacing roads;
 - (iv) the lead time for the Lee Chung Street resurfacing works;
 - (b) Members pointed out that potholes were found in various locations in the district, such as the roads near Hing Wah (I) Estate and Hing Wah (II) Estate, and the carriageways along San Ha Street and Lin Shing Road. Therefore, Members considered that it was necessary for the department to focus on developing new technologies and introducing more durable paving materials.
- 24. The representative of the HyD noted Members' views and suggestions, and responded to their views and suggestions as follows:
 - (a) Maintenance contractors would conduct routine inspection of strategic routes on a weekly basis and other road sections every one to six months;

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- (b) The HyD would review the road inspection reports submitted by the contractors, and conduct risk assessments and prioritise resurfacing works based on the wear and tear of road surfaces, on-site traffic conditions, the impact on road users, the complexity of the repair works involved, etc;
- (c) The HyD continued to research and introduce more durable asphalt materials for road paving. Earlier, in collaboration with the Hong Kong Polytechnic University, it developed a new material known as “10mm Highly Modified Stone Mastic Asphalt”. This material effectively improved road surface durability and reduced maintenance frequency, and the new material was being fully adopted in appropriate locations; and
- (d) The new asphalt material mentioned above would also be applied for the Lee Chung Street works scheduled to commence in the first quarter of 2026, with the construction period initially estimated to be about two months.

HyD

- 25. After discussion, the TTC agreed to follow up on the agenda item upon further progress.

Agenda 7. Proposal to Add a Minibus Stop Opposite Tung Shing Court on Yiu Hing Road
(TTC Paper No. 29/2025)

- 26. The Chairman welcomed the representatives of the TD to the meeting.
- 27. A Member briefed the meeting on Paper No. 29/2025.
- 28. Members thanked the TD for its prompt response to the proposal to add a pick up/drop-off point for the Green Minibus Route No. 65 (bound for Fortress Street, North Point) on Yiu Hing Road (westbound) opposite Tung Shing Court to facilitate passengers returning to Tung Shing Court from Eastern Hospital. Members hoped that the minibus stop could be relocated further towards the pedestrian crossing leading to Tung Shing Court to better accommodate alighting passengers.

Action

29. The representative of the TD noted Members' views and said that an on-site inspection could be arranged after the meeting.

TD 30. After discussion, the TTC agreed to follow up on the agenda item upon further progress.

Agenda 8. Proposal to Extend the Service Hours of Bus Route No. 110 **(TTC Paper No. 30/2025)**

31. The Chairman welcomed the representatives of the TD, Citybus Limited (Citybus) and the Kowloon Motor Bus Company (1933) Limited (KMB) to the meeting.

32. A Member briefed the meeting on Paper No. 30/2025.

33. The views of Members about the agenda item were summarised as follows:

- (a) Members remarked that the last bus of Route 110 currently ended its services too early, failing to meet residents' travel needs (especially on Fridays and Saturdays). Therefore, the TD and bus companies were advised to consider extending the service hours on a trial basis to gauge actual passenger demand, with a decision on implementation to be made upon reviewing the trial results; and
- (b) Members raised the need to improve luggage facilities on board, and opined that as the current bus route bypassed King's Road, it failed to serve residents of the housing estates along that stretch, consequently resulting in low passenger volume for the route.

34. The representatives of the TD and bus companies noted Members' views, and stated that they would review passengers' demand in due course to provide appropriate bus services.

35. Citybus said that, subject to availability of resources, it would try to deploy buses equipped with luggage racks for holiday morning services as far as possible to facilitate passengers and residents travelling to West Kowloon Station.

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TD/Citybus/KMB 36. After discussion, the TTC agreed to follow up on the agenda item upon further progress.

Agenda 9. Request the Transport Department to Comprehensively Enhance the Waiting Environment of Bus and Minibus Stops in Chai Wan and Hong Wan Areas

(TTC Paper No. 31/2025)

37. The TTC agreed to combine agenda item 9 and item(xxiii) under matters arising for discussion for their relevancy.

38. The Chairman welcomed the representatives of the TD, Citybus and KMB to the meeting.

39. A Member briefed the meeting on Paper No. 31/2025.

40. The views of Members about the agenda item were summarised as follows:

- (a) Members said that, in view of the serious ageing population in the Eastern District, the matter of improving the waiting environment at various bus stops in the district had been discussed on multiple occasions at previous meetings, reflecting that there was a pressing need;
- (b) Members hoped that the TD and bus companies would actively explore different use-friendly designs, for example adopting compact or perch seats to save space, or installing simple supports to allow waiting passengers to lean against briefly;
- (c) Members cited the bus stops at Island Place and Metropole Building as examples where conditions allow the addition of shelters and seats, and identified the Lok Hin Terrace bus stop as a priority for a larger and more integrated shelter;
- (d) Members hoped that the TD would systematically process applications from bus companies for the enhancement of bus stop facilities; and

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- (e) Members opined that consideration could be given to setting annual targets for bus stop enhancement, with a view to implementing the plan in phases.

41. The representatives of the TD, Citybus and KMB noted Members' views and suggestions, and responded to their views as follows:

TD

- (a) The TD had all along been encouraging contractors to proactively invest in enhancing bus stop waiting facilities. Upon receiving applications from bus companies for the addition of shelters or seating at bus stops, the TD would promptly review them and conduct consultations to allow the relevant government departments to provide technical advice on the applications;

Citybus

- (b) Citybus added that shelters were already in place at over 100 bus stops in the district. However, enhancement works could not be carried out at specific stops (including the bus stops at Island Place and Metropole Building) due to insufficient space or potential impact on barrier-free access;
- (c) The company would actively collaborate with the departments to study various solutions, for example, exploring collaborations with shopping malls to install real-time bus arrival information display panels within the premises to enable passengers sheltering indoors from the rain to prepare for boarding in advance; and

KMB

- (d) KMB indicated that it would consider applying to the TD for the enhancement of bus stop facilities, subject to suitable on-site conditions and availability of resources.

TD/Citybus/KMB 42. After discussion, the TTC agreed to follow up on the agenda item upon further progress.

Agenda 10. Concern and Proposal for Transportation Arrangements between the Eastern District and Various Boundary Control Points (TTC Paper No. 32/2025)

43. The Chairman welcomed the representatives of the TD, Citybus and KMB to the meeting.
44. A Member briefed the meeting on Paper No. 32/2025.
45. The views of Members about the agenda item were summarised as follows:
- (a) Members hoped that the TD would provide the TTC with more information on the positioning of the new Huanggang Port, as well as the estimated passenger and traffic flows;
 - (b) Members recommended expanding the relevant public transport interchange facilities to accommodate more bus services to and from the Eastern District; and
 - (c) Members suggested that when planning bus services connecting Hong Kong Island East to various ports and control points, priority should be given to deploying airport bus models to accommodate the needs of long-distance travellers with bulky luggage.
46. The representatives of the TD, Citybus and KMB noted Members' views and suggestions, and responded to their views and suggestions as follows:

TD

- (a) The TD would provide the TTC with information on the new Huanggang Port for reference after the meeting;

Citybus

- (b) Citybus noted the suggestion to enhance the services of Route 976A, and was positive and open to the proposal. It would continue to closely monitor the demand of Eastern District residents for travelling to and from various land boundary control points, including the Heung

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Yuen Wai Control Point and the new Huanggang Port, and would study the feasibility of service enhancements with the TD in due course; and

KMB

- (c) KMB maintained an open stance towards Members' proposal to introduce a franchised bus route connecting the Eastern District to the Heung Yuen Wai/Liantang Control Point and the new Huanggang Port, and would discuss the feasibility with the TD in a timely manner to meet the travel needs of Eastern District residents.

TD/Citybus/KMB

47. After discussion, the TTC agreed to follow up on the agenda item upon further progress.

(Post-meeting note: The Secretariat sent the supplementary information provided by the TD to the TTC for reference on 3 September 2025.)

Agenda 11. Progress Report of Matters Arising from Previous TTC Meetings under Eastern District Council

(TTC Paper No. 33/2025)

- (i) ***“(1) Suggestion for the MTR Corporation to Provide Additional Escalators and Barrier-free Facilities at MTR Stations including Tai Koo and Shau Kei Wan Stations***
(2) Request for Provision of Air-conditioning at the Concourse of MTR Chai Wan Station/Request for the Installation of Central Air-conditioning System at Chai Wan MTR Station”

48. The representative of the MTR Corporation Limited (MTRCL) provided supplementary information on agenda item (2) that multiple high efficiency wall-mounted fans had been installed in the concourse of Chai Wan Station this year, along with the application of sun-blocking and heat-insulating glass films, to further improve station ventilation and create a more pleasant environment.

MTRCL/TD

49. After discussion, the TTC agreed to cease following up on agenda item (2) and continue to follow up on agenda item (1) upon further progress.

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- (ii) **“(1) ‘Universal Accessibility’ Programme - ‘Special Scheme’**
(FW01: Elevated walkway across Fei Tsui Road connecting Fung Ha Road in Fung Wah Estate; WT02: Footbridge across Fu Tsui Street connecting Yat Tsui House podium and Wan Tsui Shopping Centre; YT01: Footbridge across Yiu Hing Road near Ngan Chun House of Tung Chun Court and Yiu Tung Shopping Centre)
(2) Strong Request for Provision of Accessible Lifts at Footbridges (Structure Nos. HF89 and HF89A) Connecting Open Space off 993 King’s Road (Tak Lee Building, Wai Lee Building and Po Lee Building) and Quarry Bay Market”

HyD 50. The agenda items would be followed up on upon further progress.

- (iii) **“(1) Requesting the Bus Companies to Launch More Routes Connecting the Eastern District to West Kowloon Station of the Guangzhou-Shenzhen-Hong Kong Express Rail Link**
(2) Suggestion for Provision of Additional Bus Route Plying Between Chai Wan and Hong Kong West Kowloon High Speed Rail Station”

51. The representative of the TD indicated that, with effect from 19 July this year, a six-month trial had been implemented whereby certain buses of the Cross Harbour Tunnel Route 110 would call at the West Kowloon Station of the Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL).

52. Members proposed deploying airport bus models equipped with luggage racks and wheelchair spaces to Bus Route 110, and urged the TD and bus companies to continue exploring the feasibility of introducing new bus routes directly from Chai Wan and Siu Sai Wan to the XRL Station.

53. The TTC requested the TD to note Members’ proposal.

TD/Citybus/
KMB 54. After discussion, the agenda items would be followed up on upon further progress.

- (iv) **“(1) Request for Improvement to Traffic Congestion in Braemar Hill before and after School**
(2) Concerns about the Proposed Campus Expansion and Intake

Increase of the Chinese International School”

55. The TTC noted the written reply from the Education Bureau (EDB).
56. The representative of the TD added that on 12 August this year, they had conducted a joint site visit to Braemar Hill Road with the representatives of the HKPF, local District Council Members and the Chinese International School (CIS) to learn about the traffic arrangements of the CIS for the new school year.
57. The views of Members about the agenda item were summarised as follows:
- (a) Members opined that there might be heavier traffic congestion in the area at the beginning of the school year, and therefore hoped that the Police would implement appropriate traffic control measures to ease traffic flow and alleviate congestion. On the day of the site visit, the traffic around the CIS appeared generally smooth, but the actual situation could only be confirmed after regular schools commenced the new school year on 1 September;
 - (b) Members urged the CIS to step up implementation of the mandatory school bus policy. They were of the view that staggering peak hours through time management, for instances by requiring students travelling by private cars to arrive at school before school buses (i.e. before 7:25 am), would help alleviate traffic congestion;
 - (c) Members reminded the HyD to note that international schools had different first school days from regular schools, and suggested the HyD liaise with the CIS before arranging road works in the future to facilitate mutual coordination; and
 - (d) Members hoped that the CIS and ESF Quarry Bay School would coordinate with each other to stagger their respective school hours.
58. The representative of the TD noted Members’ views and suggestions, and would continue to maintain close liaison with the EDB, HKPF and local schools, as well as relay the TTC’ views to the units concerned. Meanwhile, the TD would also closely monitor the traffic situation in the district and implement traffic improvement measures accordingly.

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59. The representative of the HKPF indicated that it would continue to deploy manpower for traffic control and law enforcement during peak hours.

EDB/TD/HKPF

60. After discussion, the agenda items would be followed up on upon further progress.

(v) ***“Suggestion for Legalisation Trial of Diagonal Crossing in Eastern District”***

TD

61. The agenda item would be followed up on upon further progress.

(vi) ***“Suggesting the Hong Kong Island Green Minibus Route No. 65A Enhance Service to Cover Sundays and Public Holidays and Minibus Route No. 65 Study the Feasibility of Running via Quarry Bay, Taikoo Shing and Sai Wan Ho on Public Holidays”***

TD

62. The agenda item would be followed up on upon further progress.

(vii) ***“Enhancement of Bus Stop Facilities in Eastern District”***

TD/Citybus/
KMB

63. The agenda item would be followed up on upon further progress.

(viii) ***“Suggestion for Provision of Additional Pedestrian Crossing Facilities at Road Section Between No. 1 to No. 30 Shau Kei Wan Road”***

TD/HyD

64. The agenda item would be followed up on upon further progress.

(ix) ***“Request for Studying the Traffic Planning at the Junction of Tai Hong Street and Hong Cheung Street in Sai Wan Ho”***

TD/HyD

65. The agenda item would be followed up on upon further progress.

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(x) ***“Suggestion for the MTR Corporation to Provide Additional Entrances/Exits and Platform Lifts at Fortress Hill Station to Facilitate Passenger Access”***

MTRCL

66. The agenda item would be followed up on upon further progress.

(xi) ***“Suggestions for Enhancing Zebra Crossing Facilities at Tai Koo”***

67. The views and enquiries of Members about the agenda item were summarised as follows:

- (a) Members proposed displaying promotional banners and signs at appropriate locations in Tai Koo to remind drivers in advance of the zebra crossing within the area, where pedestrians had the right of way;
- (b) Members considered the locations where law enforcement officers installed speed detectors were relatively conspicuous, and therefore suggested that the Police select more concealed locations for detection purposes; and
- (c) Members enquired about the effectiveness of the TD’s implementation of the new Belisha beacons with a halo of flashing light.

68. The representatives of the TD and HKPF noted Members’ views and suggestions, and responded as follows:

TD

- (a) At present, appropriate signs were provided at the upper end of the zebra crossings concerned to alert drivers to the zebra crossings or pedestrian crossings ahead;
- (b) The TD was progressively providing new “Belisha beacons” on public roads within the Taikoo Shing area;
- (c) There was no statistical data available at the meeting on the effectiveness of the new “Belisha beacons” at zebra crossings; and

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HKPF

- (d) The Police would actively explore locations that were more concealed and suitable for detection purposes.

TD/HKPF

69. After discussion, the agenda item would be followed up on upon further progress.

(Post-meeting note: The Secretariat sent the supplementary information provided by the TD on the effectiveness of “Belisha beacons” to the TTC for reference on 23 September 2025.)

(xii) “Suggestion for Widening “Green Man” Crossing at Chai Wan Road (off Chai Wan Market)”

TD

70. The agenda item would be followed up on upon further progress.

(xiii) “Call for Improvement to Travel Safety for the Elderly in Eastern District”

71. Given that the departments concerned had provided detailed responses in regard to the recommendations proposed in the paper, including road resurfacing, reviewing traffic blackspots to devise improvement measures, as well as making good use of smart technology to facilitate travelling of the elderly, the TTC agreed to cease following up the agenda item.

(xiv) “Transport Planning and Enhancement Suggestions for Transitional Housing at Sheung On Street, Chai Wan”

TD/EDO

72. The agenda item would be followed up on upon further progress.

(xv) “Concern about Illegal Light Jumping by Vehicles on Shing Tai Road, Heng Fa Chuen”

73. The representative of the HKPF quoted the contents and enforcement statistics in the progress report.

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74. Members referred to the report mentioned above and enquired about the number of enforcement operations and fixed penalty tickets issued by the Police against red light jumping on Shing Tai Road.

75. The representative of the HKPF stated that while the main objective of past enforcement operations targeted all traffic offences, including red light jumping, there were no relevant cases or prosecutions during the reporting period (i.e. from June to July 2025).

TD/HKPF

76. After discussion, the agenda item would be followed up on upon further progress.

(xvi) “Uneven Surface between Pedestrian Crossings and Carriageways in the Eastern District”

77. Members enquired about the standard kerb height at the pedestrian crossing outside East Hong Kong Hotel on Taikoo Shing Road, and whether it adequately catered for the needs of wheelchair users.

78. The representative of the HyD responded that the kerb height at the location concerned was 15 mm, which complied with the standards for barrier-free access facilities, and therefore no adjustments were required. Separately, the HyD had reviewed the pedestrian crossing near Kwong Chiu Terrace on King’s Road in Fortress Hill, where the kerb was slightly above standard. Relevant rectification works were completed on 9 August 2025.

HyD

79. After discussion, the agenda item would be followed up on upon further progress.

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(xvii) “Proposal to the Transport Department for the Installation of Pedestrian Barriers along Kornhill Tram Stop at Kornhill Road in Quarry Bay to Prevent Jaywalking and Accidents”

80. Given that the departments concerned had followed up and progressively implemented the captioned proposal, the TTC agreed to cease following up on the agenda item.

(xviii) “Proposal for Adding a Right-turn Lane at Tsui Wan Estate onto Tsui Wan Street to Access the Island Eastern Corridor as a Traffic Improvement Measure”

81. Members thanked the TD for taking the TTC’s views into consideration and proactively arranging for the installation of traffic signs at an earlier point along the junction concerned on Tsui Wan Street.

82. After discussion, the TTC agreed to cease following up on the agenda item.

(xix) “Proposal for Establishing Pilot Points for Pedestrian Traffic Light Countdown Devices in Eastern District”

83. The representative of the TD briefed Members on the Trial Scheme for Pedestrian Traffic Light Countdown Devices, indicating that the two trial locations in the Eastern District would be the crossing near Block 4 of City Garden on City Garden Road and the junction of Chai Wan Road/San Ha Street.

84. The views and enquiries of Members about the agenda item were summarised as follows:

- (a) Members enquired about the selection criteria for trial locations, and considered that it would be more appropriate to conduct the trial at locations with relatively higher pedestrian flows and longer road sections (e.g. the crossing between Metropole Building and Kiu Kwan Mansion as previously proposed by Members);
- (b) Members enquired about the timetable for the trial and its review, and whether the TD would further extend the trial to other locations in the

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Eastern District upon positive trial results;

- (c) Members proposed arranging a site visit for the TTC upon completion of the relevant installations; and
- (d) Members pointed out that two rounds of large-scale trials on pedestrian traffic light countdown devices had been conducted in earlier years, but implementation remained indefinitely postponed over an extended period. As such, Members hoped that this trial would be the final one and that the new devices could be rolled out as soon as possible thereafter.

85. The representative of the TD noted Members' views and suggestions, and responded as follows:

- (a) The Trial Scheme was conducted at crossings with varying pedestrian flows, crossing distances and local pedestrian habits, with a view to studying the relationship between the environmental characteristics of various crossings and the effectiveness of the countdown devices. It also aimed to comprehensively evaluate and review the effectiveness of the territory-wide application of the new pedestrian countdown devices, so as to determine the way forward;
- (b) The preliminary work for the Trial Scheme at the two trial locations in the Eastern District was expected to be completed in the fourth quarter of this year;
- (c) The TD would strive to complete the installation of countdown devices for commencement of the trial in early 2026, with preliminary results targeted for mid-2026; and
- (d) The Traffic Control Division would provide supplementary information on the details of the Trial Scheme to the TTC for reference later.

TD 86. After discussion, the agenda item would be followed up on upon further progress.

(Post-meeting note: The Secretariat sent the supplementary information provided by the TD on the details of the trial scheme to the TTC for reference on 3 September 2025.)

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(xx) ***“Proposal for Adding Pedestrian Crossing Lights on the Road from Blocks H to M of Kornhill”***

87. Members commended the TD for promptly adding traffic signs to remind the public to use the cautionary crossing off Block H of Kornhill, and had the following views and enquiries:

- (a) Members enquired whether the TD would follow up on their earlier proposal on relocating the aforementioned cautionary crossing farther away from the roundabout;
- (b) Members asked why there were two types of railings (inverted U-shaped and vertical) at the current roundabout, and pointed out that the inverted U-shaped railings were ineffective in preventing pedestrians from jaywalking through them. They therefore proposed conducting a site visit with the departments to examine the situation and explore improvement plans; and
- (c) Members indicated that the road section between Block H and the cautionary crossing was relatively narrow, and proposed relocating the railings along the route towards the carriageway to increase pavement space and facilitate wheelchairs access.

88. The representative of the TD noted Members’ views and responded that, having reviewing factors including the site conditions, traffic alignment and pedestrian visibility, the current position of the cautionary crossing was deemed appropriate and there were no adjustment plans for the time being. The TD would conduct a site visit with Members to examine the situation in detail.

89. The representative of the HyD indicated that they would coordinate with the TD to conduct the site visit.

TD/HyD

90. After discussion, the agenda item would be followed up on upon further progress.

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(xxi) “Concerns about Overgrown Trees and Roadside Weeds along Multiple Sections of Island Eastern Corridor”

91. Members commended the HyD for its prompt arrangements on vegetation trimming and weed clearing, and urged the HyD to continue supervising the contractor in stepping up the monitoring of the conditions along the Island Eastern Corridor and conducting the trimming work on a regular basis.

92. The representative of the HyD responded that they would continue to monitor the road section concerned and rearrange trimming and clearance work as necessary to ensure the safety of road users.

93. After discussion, the TTC agreed to cease following up on the agenda item.

(xxii) “Proposal for Larger Sheltering Facilities at the Siu Sai Wan Estate Bus Terminus Waiting Area to Enhance Residents’ Waiting Environment”

TD/Citybus/KMB 94. The agenda item would be followed up on upon further progress.

(xxiii) “Request for Installation of Seats at Bus Stations in Tai Pak Area in Eastern District for the Convenience of Waiting Passengers”

95. The agenda item was combined with agenda item 9 for discussion.

TD/Citybus/KMB 96. The agenda item would be followed up on upon further progress.

(xxiv) “Addressing Illegal Parking at Bus Stations in Eastern District”

97. Members reported that private cars conveying students were often parked at the bus stop off Kiangsu-Chekiang College on Braemar Hill Road, obstructing buses from approaching and departing the stop. They urged the Police to strengthen enforcement action.

98. The Police responded that it would continue to follow up the matter and step up enforcement efforts.

99. After discussion, the agenda item would be followed up on upon further progress.

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(xxv) ***“Concerns about the Overloading of Public Transport at Braemar Hill during After-school Hours”***

TD/Citybus/KMB 100. The agenda item would be followed up on upon further progress.

Agenda 12. Any Other Business

101. There was no other discussion item for the TTC.

Agenda 13. Date of Next Meeting

102. The eleventh TTC meeting would be held at 2:30 pm on 14 October 2025 (Tuesday).

103. The meeting ended at 6:20 pm.

Eastern District Council Secretariat
October 2025