

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

Date : 18 February (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	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	Mr WU Chi-hei (Co-opted Member)
Mr LAM Wing-shing	Mr CHAN Hoi-wing, Joseph	
Mr LAM Wing-cheung	Ms TSANG Cheuk-yi	

Absent with Apologies

Ms LEE Woon-ming, Wendy (Co-opted Member) (absent without consent)

In Regular Attendance (Government Representatives)

Mr FU Yiu-nam, Daniel	Assistant District Officer (Eastern)2, Eastern District Office
Ms NG Yan-mei, Monie	Senior Executive Officer (District Council), Eastern District Office
Miss MA Siu-yee	Senior Executive Officer (District Council) (Des.), 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 POON Hoi-yee, Caryl	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 LEUNG Ka-lok	Officer-in-charge (District Traffic Team) (Eastern District), Hong Kong Police Force

Mr WONG Leung-yau, Jimmy Senior Estate Surveyor/Hong Kong East (3), District Lands Office, Hong Kong East, Lands Department

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

Mr HSIE Kwun-kuen, Joe	Senior Engineer/Walkability 1, Transport Department
Ms LAM Wing-ching, Larissa	Engineer 7/Walkability, Transport Department
Ms NG Ka-wai, Annisa	Senior Engineer 15/Works, Highways Department
Ms XIA Yan-qing, Lucy	Engineer/Works Division, Highways Department
Mr Eric CHAN	Assistant Manager, Operations, the Kowloon Motor Bus Company (1933) Limited
Mr Karl HUEN	Assistant Manager (Public Affairs), the Kowloon Motor Bus Company (1933) Limited
Mr Calvin TSANG	Senior Corporate Communications Officer, Citybus Limited
Ms Virgini FUNG	Manager – External Affairs, MTR Corporation Limited
Ms Venus LI	Senior Public Relations Executive, MTR Corporation Limited

Secretary

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

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Opening Remarks

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

Handling Application for Absence

2. Ms Wendy LEE (Co-opted Member) submitted notification of absence from meeting before the meeting. The Traffic and Transport Committee (TTC) decided not to give consent to her application for absence for attending official duties not related to her capacity as a District Council (DC) member and the functions of the DC.

Agenda 1. Confirmation of the Draft Minutes of the 6th Meeting of TTC

3. The above draft minutes were confirmed without amendments.

Agenda 2. Provision of Cover to Walkway (First Round)

(TTC Paper No. 1/2025)

4. The Chairman welcomed the representatives of the Transport Department (TD) and Highways Department (HyD) to the meeting.
5. The representatives of the departments briefed Members on Paper No. 1/2025.
6. The views of Members about the agenda item were summarised as follows:
 - (a) Members generally supported the option of providing a cover for the walkway “from the Eastern District Cultural Square to Exit D1 of the Shau Kei Wan MTR Station”.
 - (b) Members expected the TD and HyD would provide the TTC with details of the design options later, including whether the walkway cover would be connected to the proposed “Sports Centre and Open Space at Aldrich Bay”.
 - (c) Members suggested arranging site visits and exchanges.
7. The representatives of the TD and HyD noted Members’ views and suggestions, and remarked that they would liaise with the Leisure and Cultural Services Department on the design details. Meanwhile, they would report to the TTC on the progress of the options in a timely manner, and arrange site visits through the Secretariat.

(Post-meeting note: A site visit had been carried out on 26 March 2025.)

Agenda 3. Provision of Cover to Walkway (New Round)

(TTC Paper No. 2/2025)

8. The Chairman welcomed the representatives of the TD and HyD to the meeting.
9. The representatives of the departments briefed Members on Paper No. 2/2025 and illustrated on the proposed options for the new round of the project, including:

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- (i) The alignment proposed by the Government: from Sai Wan Ho MTR Station to Les Saisons.
- (ii) Options considered but not recommended by the departments: (1) linking Kornhill to Tai Koo MTR Station; and (2) linking the Greig Road junction along King's Road to Tai Koo MTR Station.
- (iii) Seven proposed options received from Members so far: (1) from Siu Sai Wan Bus Terminus to Kai Tsui Court; (2) Shing Tai Road near Heng Fa Chuen MTR Station; (3) from Chai Wan Road Footbridge to Walton Estate; (4) King's Road off Fortress Hill MTR Station; (5) San Ha Street; (6) Siu Sai Wan Road near Siu Sai Wan Complex; and (7) the long staircase at Neptune Terrace near Tai Man Street Sitting-out Area.

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

- (a) Members were concerned about the connectivity and aesthetics of the walkway cover of the alignment proposed by the Government, the views of residents of nearby housing estates and the low utilisation rate of the connecting pedestrian subways in the alignment.
- (b) Members suggested adjusting the design to connect to the Sai Wan Ho (Grand Promenade) Public Transport Interchange.
- (c) Members enquired about the cost of the preliminary study and viewed that the departments should deliberate on the urgency of the provision of walkway covers under the Government's fiscal deficit.

11. The representatives of the TD and HyD noted Members' views and suggestions, and responded to their views and enquiries as follows:

- (a) The preliminary work was inexpensive as mainly internal resources were deployed for reviewing the options.
- (b) The departments invited Members to submit more proposals through the Secretariat and remarked that the proposals received would be consolidated for preliminary screening under specified criteria afterwards.

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- (c) The departments would submit suitable options for the TTC's selection subsequently for further preliminary technical feasibility studies.
- (d) The departments would update the TTC on the project progress in due course.

(Post-meeting note: The Secretariat had invited Members on behalf of the departments to submit more suitable options on 24 February 2025.)

Agenda 4. Call for Improvement to Travel Safety for the Elderly in Eastern District

(TTC Paper No. 3/2025)

- 12. The Chairman welcomed the representatives of the TD, HyD and Hong Kong Police Force (HKPF) to the meeting.
- 13. A Member briefed the meeting on Paper No. 3/2025.
- 14. The views of Members about the agenda item were summarised as follows:
 - (a) Members were concerned about the uneven road surfaces, such as the paving materials, damaged manholes, insufficient contractor inspections, prolonged repair time, durability of eco-pavers, as well as damaged road surfaces due to continuous growth of tree roots and use of cargo trolleys.
 - (b) Members suggested the departments explore the use of technology to detect road damage, step up inspection of road conditions, arrange for repair works as soon as possible and improve the maintenance mechanism.
 - (c) Members enquired about the definition of traffic black spots and the effectiveness of the auxiliary devices at pedestrian crossings.
 - (d) Members suggested the TD study the implementation of “pedestrian traffic light countdown device” and “vehicular traffic light countdown device” expeditiously.

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- (e) Members hoped that the HKPF would step up enforcement against offences such as jaywalking and cycling on pavements, and install close-circuit television (CCTV) systems at high-risk accident locations.

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

HyD

- (a) The HyD's maintenance contractors would regularly inspect all public carriageways and pavements in the district.
- (b) The HyD would review the road condition reports submitted by the maintenance contractors for risk assessment and prioritisation of resurfacing works.
- (c) The HyD had conducted established tests (such as compressive strength test and anti-slip test) on the relevant resurfacing materials to ensure the quality and safety of the works, and would supplement the TTC with other views on uneven road surfaces after the meeting.

TD

- (d) According to the TD's definition, any location with six or more traffic accidents involving pedestrian injuries or nine or more traffic accidents involving casualties in the past year, or two or more traffic accidents involving fatalities in the past five years, or eight or more traffic accidents involving pedestrian casualties in the past three years, would be classified as a traffic black spot.
- (e) The TD would relay Members' views on traffic signals to the section concerned and supplement the TTC on the effectiveness of auxiliary devices projecting red lights at pedestrian crossings.

HKPF

- (f) The HKPF would take enforcement action against the offences concerned by Members.

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- (g) The HKPF would identify suitable locations for installation of CCTV systems according to crime trends, traffic and pedestrian flow to achieve deterrent and detection effects.

TD/HyD/HKPF

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

(Post-meeting note: (i) The Secretariat had passed the supplementary information provided by the HyD to the TTC for information on 24 February 2025.

- (ii) The Secretariat had passed the supplementary information provided by the TD to the TTC for information on 28 March 2025.)

Agenda 5. Suggestion for the MTR Corporation to Provide Baggage Conveyors at MTR Stations in Eastern District

(TTC Paper No. 4/2025)

- 17. The Chairman welcomed the representative of the MTR Corporation Limited (MTRCL) to the meeting.

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

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

- (a) Members hoped that the MTRCL would draw on the overseas experience of relevant facilities and make good use of the spaciousness of the long staircase at the entrance/exit of the Fortress Hill MTR Station by providing additional baggage conveyors.
- (b) Members suggested the MTRCL collect data on the usage of the staircase to assess the passenger demand for the escalator.
- (c) Members hoped that the MTRCL would adopt a more user-friendly approach and provide thoughtfully designed facilities.
- (d) In view of the increased pedestrian flow arising from the redeveloped

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State Theatre residential project in North Point, Members were concerned about whether the two lifts of the Braemar Hill Pedestrian Link could cope with the demand in the future and enquired about the works progress. Therefore, they asked the MTRCL to actively liaise with the departments concerned to grasp the works progress and make appropriate arrangement.

- (e) Members hoped that the MTRCL would arrange site visits and continue to explore possible improvement measures.

20. The representative of the MTRCL noted Members' views and suggestions, and responded that the MTRCL would continue to maintain communication with the Government on the Braemar Hill Pedestrian Link project and make appropriate arrangement. It would also continue to closely monitor the station condition and deploy staff to assist passengers in need.

Agenda 6. Transport Planning and Enhancement Suggestions for Transitional Housing at Sheung On Street, Chai Wan **(TTC Paper No. 5/2025)**

21. The Chairman welcomed the representatives of the Eastern District Office (EDO) and the TD to the meeting.

22. A Member briefed the meeting on Paper No. 5/2025.

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

- (a) Members appreciated that with the active co-ordination of the EDO, the TD had set up a minibus stop sign at Sheung Ping Street for minibus Route No. 62A (Siu Sai Wan bound), and hoped that the provision of additional pick-up/drop-off points at Sheung Ping Street/Sheung On Street could also be explored for the Heng Fa Chuen direction.
- (b) Members asked the departments and minibus operator to study the feasibility of adjusting the routeing of minibus Route No. 62A (i.e. turning right onto Shing Tai Road directly after exiting the Heng Fa Chuen Public Transport Interchange), and pay attention to the frequency and service level of Route No. 62A during peak hours.

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- (c) As residents of light public housing might need to work across districts in the future, Members recommended that the departments should plan ahead for the provision of franchised bus and green minibuses in the vicinity to connect with the neighbouring MTR stations to facilitate residents' access.

24. The representatives of the EDO and TD noted Members' views and suggestions, and responded to their views as follows:

EDO

- (a) The EDO would continue to actively co-ordinate with the departments concerned to review the feasibility of adding new stops.

TD

- (b) The provision of an additional stop at Sheung On Street (Heng Fa Chuen bound) would involve adjustment to the existing routing and affect existing passengers. Therefore, a site investigation would be required for further exploration.
- (c) The TD would timely discuss with the minibuses operator the appropriate service arrangements subject to the findings of the site investigation.

EDO/TD

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

Agenda 7. Concern about Illegal Light Jumping by Vehicles on Shing Tai Road, Heng Fa Chuen **(TTC Paper No. 6/2025)**

26. The Chairman welcomed the representatives of the TD and HKPF to the meeting.

27. A Member briefed the meeting on Paper No. 6/2025.

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

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- (a) Members would like the department to actively explore the provision of additional red light cameras at the traffic lights at the Heng Fa Chuen section of Shing Tai Road.
- (b) Members considered that there were inadequate facilities like traffic signs at the location to effectively deter dangerous driving behaviour.
- (c) Members hoped that the HKPF would step up enforcement actions against driving offences and urge drivers to comply with traffic laws.
- (d) Members suggested the departments “think out of the box” and follow the example of other areas in adopting measures that would “embarrass the offenders” to achieve a deterrent effect.

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

TD

- (a) The TD and HKPF would review from time to time the traffic accident records and red light jumping situation by vehicles on major road sections. Subject to the geography and environment of the carriageway, they would consider and explore the appropriate locations and priorities for installing cameras where necessary, in accordance with the principle of efficient use of resources.
- (b) The TD would review with the HKPF the situation of red light jumping at the relevant road sections and consider exploring the installation of cameras in due course.

HKPF

- (c) The HKPF would take mobile video enforcement actions and continue to combat the offence through publicity and education.

TD/HKPF

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

Agenda 8. Progress Report of Matters Arising from Previous TTC Meetings under Eastern District Council
(TTC Paper No. 7/2025)

- (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”***

MTRCL/TD

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

- (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

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

- (iii) ***“(1) Concern over Noise Pollution by Speeding Vehicles at Island Eastern Corridor Request for Review on Effectiveness of Speed Detection and Prosecution***
- (2) Requesting the Launching of Average Speed Assessment at Viable Road Sections in the Eastern District”***

33. The TD supplemented that at the current stage, it was still discussing with the HKPF on the details of applying the average speed assessment system to the above road sections to facilitate the HKPF’s enforcement based on the findings of the field

Action

trial in Tsuen Wan and West Kowloon. It had no plan to adopt the system at road sections in other districts for the time being.

34. The HKPF quoted the content and the enforcement statistics from the progress report.

35. Given that the agenda items had been under discussion for several years and the departments had remarked that there was no plan to implement the average speed assessment system in the Eastern District for the time being, and that the related speeding noise problem had already been covered by No. (17) “Concern about Traffic Safety on Island Eastern Corridor” in matters arising of the progress report, the TTC agreed to cease following up on them.

- (iv) ***“(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) Request for Launching a New Overnight Bus Route Connecting East Kowloon to Island East
(3) Suggestion for Provision of Additional Bus Route Plying Between Chai Wan and Hong Kong West Kowloon High Speed Rail Station”

36. The views of Members about the agenda items were summarised as follows:

- (a) Members were pleased to see the TD and bus companies implement the trial arrangement for cross-harbour tunnel bus Route No. 110 in response to the TTC’s views.
- (b) Members suggested extending the trial period from six months to one year to enable the department and bus companies to assess the effectiveness of the trial arrangement during the Easter holiday, and to observe the actual patronage during the peak travelling seasons of the summer, Christmas and New Year holidays for further review.
- (c) Members enquired about the specific implementation date to facilitate the dissemination of updated information on the trial arrangement to residents.

Action

37. The representatives of the TD and bus companies noted Members' views and suggestions, and responded to their views and enquiries as follows:

- (a) Subject to the finalisation of the specific details of the trial arrangement, relevant information would be made available to Members as soon as possible for disseminating the latest arrangements to the public.
- (b) The bus companies would, as in previous practice, publicise the new service arrangements to the public through social media platforms, websites, etc.
- (c) The TD and bus companies would review the information and data collected during the trial period and report to the TTC in due course.
- (d) The six-month trial scheme starting from April had covered the long holidays of Easter, Labour Day and summer, which was believed to enable the TD and bus companies to assess the effectiveness of the trial arrangement.
- (e) The TD and bus companies noted Members' suggestion of extending the route to Siu Sai Wan or Chai Wan.

TD/Citybus
Limited (Citybus)/
Kowloon Motor
Bus Company
(1933) Limited
(KMB)

38. After discussion, the agenda items would continue to be followed up on upon further progress.

- (v) ***“(1) Strong Request for More Car Parks for Large Vehicles in the Eastern District***
 - (2) Urging the Government to Build Multi-storey Car Parks or Allocate More Sites for Parking***
 - (3) Strong Request for Multi-storey Car Parks in the Eastern District***
 - (4) Requesting the Government to Investigate the Total Number of Shortfall in Parking Spaces in the Eastern District to Facilitate the Formulation and Planning of Policies on Car Parks and Parking Spaces in the Eastern District***
 - (5) Replanning of Parking Spaces in Eastern District”***

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39. Given that the agenda items had been under discussion for several years, and that the bureau and departments had all along been flexibly adjusting their planning according to the changing circumstances and needs of different periods to tie in with the development of the district, the TTC agreed to cease following up on them.

(vi) ***“Request for Improvement to Traffic Congestion in Braemar Hill before and after School”***

40. The TTC noted the written reply from the Education Bureau (EDB).

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

- (a) Members expressed reservations about the effectiveness of the mandatory school bus policy mentioned in the bureau’s written reply, and viewed that in fact quite a number of students were still travelling by private cars, causing much inconvenience to residents in the vicinity.
- (b) Members considered the current practice a waste of police manpower when the HKPF had to deploy officers on a daily basis to carry out traffic control and law enforcement in the Braemar Hill area.
- (c) Members expressed concern about the proposed campus expansion and intake increase of the Chinese International School (CIS) and would prepare a proposal for discussion.

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

TD

- (a) The TD added the three points below:
 - (i) More than 80% of the CIS students did not travel to and from school by private cars.
 - (ii) The above school had co-ordinated with the Quarry Bay School regarding the implementation of staggering school hours so as to minimise the impact of school buses and private cars on the traffic.
 - (iii) If the schools found that parents or drivers violated the rules when

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picking up and dropping off students, the schools would make phone calls or send emails to warn the parents concerned. The TD had conducted a traffic survey in the vicinity of Braemar Hill in January this year, in which the relevant data showed no significant increase in the number of vehicles.

- (b) The TD would actively monitor the traffic situation in Braemar Hill and continue to strengthen the liaison with the schools, HKPF and EDB, with a view to improving the traffic congestion.

HKPF

- (c) The HKPF had been working with the TD to understand and follow up on the traffic congestion in Braemar Hill, and would continue to explore enhancement measures.

EDB/TD/HKPF

- 43. After discussion, the agenda item would continue to be followed up on upon further progress.

(vii) “Request for Enhanced Enforcement against Illegal Parking in Shing Tai Road in Heng Fa Chuen”

- 44. The HKPF quoted the content and the enforcement statistics from the progress report.
- 45. After discussion, the TTC agreed to cease following up on the agenda item.

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

- 46. Some Members reflected that the Munsang College (Hong Kong Island) had written to them urging the relevant departments to actively consider providing a “diagonal crossing” at the junction of Tai On Street and Oi Shun Street to address the congestion caused by heavy pedestrian and vehicular flow during peak school hours and ensure road users’ safety. They would like the departments concerned to accord priority to the suggestion put forward by the above school instead of waiting for the publication of the official report on the results of the pilot schemes

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in Sha Tin and Tsim Sha Tsui before considering extending the scheme to the Eastern District.

47. The representative of the TD responded that the trial on “diagonal crossings” had been launched in Sha Tin and Tsim Sha Tsui in January and August 2024 respectively, and had been operating smoothly on the whole. However, as road junctions in Hong Kong were generally busier, the setting up of the trial locations had to take into account a number of factors, including volume of pedestrian and vehicular flows at the junctions as well as the changes in the habits of pedestrians and drivers in using the road junctions that would be brought about by the pilot scheme. Upon completion of the whole trial scheme, the TD would consider the way forward for diagonal crossings based on the trial results. The TD noted the trial locations proposed by Members and would relay them to the section concerned.

TD 48. After discussion, the agenda item would be followed up on upon further progress.

(ix) “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 49. The agenda item would be followed up on upon further progress.

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

TD/Citybus/
KMB 50. The agenda item would be followed up on upon further progress.

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

TD/HyD 51. After discussion, the agenda item would be followed up on upon further progress.

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

TD/HyD 52. The agenda item would be followed up on upon further progress.

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

MTRCL 53. The agenda item would be followed up on upon further progress.

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

54. The TD added that it was studying the possibility of adopting signalised crossings at the zebra crossing off Lotus Mansion and considering improvements to the bus stop off Lotus Mansion to prevent buses from being forced to park outside the stop. It was also preliminarily planning to install railings at the junction of Taikoo Wan Road and Tai Wing Road to guide pedestrians to cross at the appropriate location.

TD/HKPF 55. After discussion, the agenda item would be followed up on upon further progress.

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

TD 56. The agenda item would be followed up on upon further progress.

(xvi) “Call for Improvements to Road Safety Measures on Precipitous Roads in North Point and Fortress Hill”

57. The TD and HyD quoted the relevant works progress from the progress report.

Action

TD/HyD/HKPF 58. After discussion, the agenda item would be followed up on upon further progress.

(xvii) “Concern about Traffic Safety on Island Eastern Corridor”

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

- (a) Members suggested extending the existing continuous double white lines with a broken white line (“solid-cum-broken line”) to allow drivers sufficient time and space to cut across the lanes earlier.
- (b) Members enquired about the latest progress on installing the “Merging into main traffic on right” sign before the slip road onto the main road at Island Eastern Corridor (IEC) near Quarry Bay Park.

60. The representative of the TD noted Members’ views and suggestions, and responded to their views and enquiries as follows:

- (a) The TD had issued a Works Request Form to the HyD for the installation of the “Merging into main traffic on right” sign.
- (b) The TD would continue to monitor the traffic situation along the IEC and take appropriate traffic management measures where necessary.

TD/HKPF 61. After discussion, the agenda item would be followed up on upon further progress.

Agenda 9. Any Other Business

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

Agenda 10. Date of Next Meeting

63. The eighth TTC meeting would be held at 2:30 pm on 1 April 2025 (Tuesday).

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64. The meeting ended at 5:51 pm.

Eastern District Council Secretariat
March 2025