

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

Date : 1 April 2025 (Tuesday)  
Time : 2:30 pm  
Venue : Eastern District Council Conference Room

**Present**

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	Ms LEE Woon-ming, Wendy (Co-opted Member)
Mr LAM Wing-cheung	Ms TSANG Cheuk-yi	
Ms LIN Cai-ying	Ms CHIK Kit-ling, Elaine	

**Absent with Apologies**

Mr TING Kong-ho, Eddie, MH (absent with consent)

**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 LEE Ho-hong, Howard	Transport Officer/Eastern 1, Transport Department
Mr KONG Wai-ho, Alex	District Engineer/North East, Highways Department
Ms KWONG Suk-ching	District Operations Officer (Eastern District), Hong Kong Police Force

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 YEUNG Lau-kong, Ali	Senior Transport Officer/Bus/Hong Kong 2, Transport Department
Miss LAU Hing-man, Icy	Transport Officer/Bus/Hong Kong 2, Transport Department
Mr LING Chun-him, Joseph	Maintenance Engineer/North Point, Highways Department
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 Brian NG	Manager (Planning), Citybus Limited
Mr Daniel KWOK	Operations Manager (Hong Kong Island), Citybus Limited
Mr Calvin TSANG	Senior Corporate Communications Officer, Citybus Limited
Mr Dennis YIP	Senior Planning Officer, Citybus Limited

**Secretary**

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

**Opening Remarks**

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

**Handling Application for Absence**

2. Mr TING Kong-ho, Eddie submitted notification of absence from meeting before the meeting. The Traffic and Transport Committee (TTC) decided to give consent to his application for absence on the ground of sickness.

**Agenda 1. Confirmation of the Draft Minutes of the 7th Meeting of TTC**

3. The above draft minutes were confirmed without amendments.

**Agenda 2. Bus Route Planning Programme 2025-2026 for Eastern District**  
**(TTC Paper No. 8/2025)**

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

5. The representatives of the TD briefed Members on Paper No. 8/2025.

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

- (a) Members welcomed the proposed extension of Route No. 33X to Shau Kei Wan and enquired about the reasons for the implementation dates for various proposals listed as “proposed”.
- (b) Members reported that residents complained about the truncation of Route No. N8X through the Chai Wan industrial area under the Bus Route Planning Programme 2023-2024, and the prolonged waiting time for transferring from Route No. N8 to Route No. N8X at Kornhill Plaza.
- (c) Members were concerned about the increasing number of bus routes operating at the Shau Kei Wan Bus Terminus, which not only caused overcrowding in the area, but also resulted in some buses parking on the pavements.
- (d) Members enquired about the delayed arrangement of extending Cross Harbour Bus Route No. 110 to the West Kowloon High Speed Rail (HSR) Station on a trial basis, and proposed again to extend the service of the route concerned to Chai Wan and Siu Sai Wan.
- (e) Members expressed that, as buses were one of the most commonly used modes of transport by residents in their daily lives, they were highly concerned about route planning. Several Members had actively met up with the representatives of the Citybus earlier to discuss in depth every proposal under the programme, and emphasised their request to enhance

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the bus services for Chai Wan and Siu Sai Wan.

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

- (a) The TD responded that, upon the end of the consultation period of the programme scheduled for mid-2025, it would consolidate the views of various parties and determine the proposals to be implemented after careful consideration. As such, the implementation dates mentioned in the programme were all listed as "proposed implementation dates".
- (b) Regarding the actual trial schedule of Route No. 110, the Citybus and KMB indicated that they were in discussion with the TD and would release the latest information to the TTC in due course. They would also continue to actively and timely explore with relevant stakeholders the feasibility of extending the services to Chai Wan and Siu Sai Wan.
- (c) As for the arrangement of extending Route No. 33X, the Citybus indicated its intention to make corresponding adjustments to the layout and design of the Shau Kei Wan Bus Terminus, and that it would communicate and exchange views with local stakeholders on the relevant arrangements. Meanwhile, the Citybus would also remind frontline bus captains to stop the buses at appropriate locations for picking up and dropping off passengers and would deploy staff for regular surveillance to avoid affecting passengers in using the bus stops.
- (d) The Citybus explained that the adjustment of Route No. N8X was intended to extend the overnight cross harbour bus services to areas with a higher population density, so as to benefit more passengers. It also added that after the service adjustment, the waiting time for transferring to Route No. N8 (bound for Heng Fa Chuen) at Kornhill Plaza would be approximately one minute, while the waiting time for transferring to Route No. N8X (bound for Wan Chai) would be approximately three minutes.

**Agenda 3. Concerns about the Proposed Campus Expansion and Intake Increase of the Chinese International School**  
(TTC Paper No. 9/2025)

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8. The TTC agreed to combine agenda item 3 and item (iv) “Request for Improvement to Traffic Congestion in Braemar Hill before and after School” under matters arising for discussion for their relevancy.

9. The Chairman welcomed the representatives of the TD and Hong Kong Police Force (HKPF) to the meeting.

10. A Member briefed the meeting on Paper No. 9/2025.

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

- (a) Members were very disappointed that the Education Bureau (EDB) declined the invitation to attend the meeting, and hoped that the EDB could explain whether it had fully consulted stakeholders before issuing the offer to the Chinese International School (CIS).
- (b) Members reported that according to the results of a survey, residents were concerned that the proposed expansion would exacerbate the current traffic congestion in Braemar Hill as more private cars would pick up or drop off students before and after schools. It would not only seriously affect the traffic of the area concerned, but also that of Pak Fuk Road, Tsat Tsz Mui Road, King’s Road, etc. at the bottom of Braemar Hill.
- (c) Members urged that the school concerned should lead by example, fulfil civic responsibilities and strive to maintain harmonious relationship between the school and the community. Meanwhile, some other Members were of the view that the school should mandate students of more grades to take school buses and hoped that the school could provide a comprehensive proposal properly to alleviate the traffic congestion.
- (d) Members enquired whether the TD and HKPF could advise on the offer if the traffic impact assessment report submitted by the school concerned before the commencement of the works indicated a significant increase in traffic flow.

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- (e) Members considered that the EDB, the departments and the school concerned should hold a joint meeting to discuss the subject matter.
- (f) The TTC asked the Secretariat to forward Members' views and enquiries to the EDB for follow-up after the meeting and to invite the EDB again to the next meeting to promptly address the issues.
- (g) Members also suggested inviting the CIS to the next meeting.

12. 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 would carefully review the traffic impact assessment report to be submitted later by the school to ensure that the improvement proposal suggested would be effective and feasible.
- (b) The TD would continue to maintain close liaison with the EDB, HKPF and local schools to carefully monitor the traffic conditions at Braemar Hill.

### HKPF

- (c) The HKPF hoped that the school would formulate measures that helped to alleviate the traffic congestion around the school area of Braemar Hill during peak hours.
- (d) The HKPF would continue to maintain communication with various stakeholders, closely monitor the traffic condition and, subject to the actual circumstances, consider strengthening traffic control and law enforcement as necessary.

EDB/TD/HKPF

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

(Post-meeting note: The Secretariat had issued letters to the EDB and CIS on 12 May 2025.)

**Agenda 4. Uneven Surface between Pedestrian Crossings and Carriageways in the Eastern District**

**(TTC Paper No. 10/2025)**

14. The Chairman welcomed the representatives of the Highways Department (HyD) to the meeting.

15. A Member briefed the meeting on Paper No. 10/2025.

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

- (a) Members enquired about the standard height of road kerbs and the time required for handling complaints about damaged road surface.
- (b) Members suggested the department construct roadside ramps to facilitate access by persons using wheelchairs, strollers and wheeled luggage.
- (c) Members suggested developing a simple messaging application that would allow Members to report directly to the department upon spotting any road surface in need of repair.
- (d) Members cited examples where there were significant differences in road surface height between the pedestrian crossings and the carriageways in the district (including the pedestrian crossings at the section of Fortress Hill Road near Kwong Chiu Terrace, outside FitFort, Tin Chiu Street, Island Place at Tanner Road and opposite to Chai Wan Market) and urged the department to follow up.
- (e) Members hoped that the department would explore ways to enhance the design of pedestrian crossings so as to balance the needs of different road users.

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

- (a) The HyD indicated that the current standard height of a dropped kerb at

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a pedestrian crossing was 15 mm from the road surface of a carriageway, which allowed visually impaired persons to distinguish the boundary between a pavement and a carriageway through the sense of touch and facilitated passage of wheelchairs. The actual height might vary from the standard height due to ordinary wear and tear.

- (b) The HyD had all along been conducting road inspections, repairs and maintenance for public roads and associated facilities under its purview. Upon identifying any damaged road surface or facilities, or receiving any case of road damage, the HyD would promptly review the damage condition. Emergency repairs would be arranged and completed within 48 hours if the assessment indicated that there would be an immediate danger. As for non-urgent cases, repair works would be arranged in accordance with standard procedures.
- (c) If Members found any case of excessively high dropped kerb, they could submit a “Road Damage or Defect Report” through the HyD website to directly liaise with the department to follow up.

HyD 18. After discussion, the TTC agreed to follow up on the agenda item upon further progress.

**Agenda 5. 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**  
(TTC Paper No. 11/2025)

- 19. The Chairman welcomed the representatives of the TD to the meeting.
- 20. A Member briefed the meeting on Paper No. 11/2025.
- 21. The views and enquiries of Members about the agenda item were summarised as follows:
  - (a) Members believed that vehicles drove along Kornhill Road at a certain speed while residents occasionally jaywalked, causing frequent dangerous situations and even fatal traffic incidents. In view of that, Members suggested the TD install pedestrian barriers outside the main

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door of Aeon Style at Kornhill Road, and extend the refuge island under the footbridge of the Kornhill or install additional planters.

- (b) Members hoped that the HKPF could step up publicity and law enforcement to serve a deterrent purpose.
- (c) Members were concerned that there were limited locations available for private cars and taxis to pick up or drop off passengers in the vicinity of Kornhill Road and hoped that the enhancement proposal of the department could balance the needs of different road users.
- (d) Members enquired how the department would address opposition during district consultations on the proposal.
- (e) Members hoped that the MTR Corporation Limited (MTRCL) would arrange site visits and continue to explore possible improvement measures.

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

- (a) The TD would explore the feasibility of installing pedestrian barriers at suitable locations at the Kornhill Road Tram Stop or the pavement of the westbound lane of Kornhill Road.
- (b) The TD would strive to elaborate to local residents who opposed to the proposal on the rationale for the implementation of the enhancement proposal in written form or by phone during future district consultations.
- (c) The TD would review the design proposal as necessary so as to balance the needs of different road users and gain local support.

TD

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

**Agenda 6. Progress Report of Matters Arising from Previous TTC Meetings under Eastern District Council**

(TTC Paper No. 12/2025)

- (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

24. 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

25. 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) 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”***

26. The views and enquiries of Members about agenda items (iii)(1) and (3) were summarised as follows:

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- (a) Members appreciated that the TD and bus companies took seriously the TTC's request to enhance the bus services between the Eastern District and the West Kowloon HSR Station.
- (b) Members enquired about the time required for district consultations regarding the trial service.
- (c) Members hoped that the trial could be implemented as soon as possible so that Members could obtain relevant information for publicising the latest arrangements to the public.

27. The representatives of the TD noted Members' views and suggestions, and responded that the TD would conduct district consultation before implementing the trial arrangement of Cross Harbour Bus Route No. 110, so as to collect views from stakeholders in areas along the route (including Yau Tsim Mong District and Wan Chai District). Subject to the consultation results, the TD would discuss with the bus companies on the details of the implementation plan and further report to the TTC in due course.

(Post-meeting note: The TD conducted district consultations on the proposal through the Yau Tsim Mong District Office and Wan Chai District Office on 30 April 2025.)

TD/CityBus/  
KMB

28. As for agenda item (iii)(2) "Request for Launching a New Overnight Bus Route Connecting East Kowloon to Island East", given that the TD had indicated that it had no plan to introduce the new overnight bus route services suggested by the TTC for the time being due to limited resources, the TTC agreed to cease following up on the agenda item, while agenda items (iii)(1) and (3) would be followed up on upon further progress.

*(iv) "Request for Improvement to Traffic Congestion in Braemar Hill before and after School"*

29. The agenda item had been combined with agenda item 3 for discussion.

EDB/TD/HKPF

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

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

31. Members pointed out that the proposal had been submitted over a year ago and hoped that the TD would provide the latest progress at the next meeting.

TD 32. After discussion, 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 33. The agenda item would be followed up on upon further progress.

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

TD/Citybus/  
KMB 34. 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 35. 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 36. The agenda item would be followed up on upon further progress.

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

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MTRCL 37. The agenda item would be followed up on upon further progress.

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

38. The HKPF quoted the contents and enforcement statistics in the progress report.

39. Members referred to a traffic accident occurred at the zebra crossing opposite to Tung Hoi Mansion in Taikoo Shing in mid-March this year, and pointed out that the HKPF’s current approach of using mobile video recording in law enforcement might be insufficient and lacked deterrent effect. As such, they hoped that the HKPF could step up enforcement actions in Taikoo Shing so as to keep drivers vigilant.

TD/HKPF 40. After discussion, the agenda item would be followed up on upon further progress.

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

TD 41. The agenda item would be followed up on upon further progress.

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

42. The TTC noted that the departments concerned had completed the installation of additional traffic signs and road markings on the carriageway of Cheung Hong Street to remind drivers to pay attention to road safety, and had carried out repairs for damage at individual locations. The maintenance works of paving anti-skid road surfacing at the downhill lane of Fortress Hill Road near Kwong Chiu Terrace had also been completed. Therefore, the TTC agreed to cease following up on the agenda item.

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### *(xiv) “Concern about Traffic Safety on Island Eastern Corridor”*

43. Given that the departments had indicated that, after careful review, the current design on cutting across the lanes on the Island Eastern Corridor was considered more appropriate, the TTC agreed to cease following up on the agenda item.

### *(xv) “Call for Improvement to Travel Safety for the Elderly in Eastern District”*

44. Members remarked that having regard to the ageing population in the Eastern District, the departments concerned had to make proper arrangements and plans for traffic safety, and continue to coordinate efforts and fulfil their respective roles in the three areas including the provision of new facilities, road maintenance and law enforcement, as well as step up education and publicity.

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

#### TD

- (a) The TD added that it would report the progress to the TTC as soon as possible upon confirmation of the site and schedule on testing the new pedestrian countdown device.

#### HyD

- (b) The HyD responded that it would review the road surface conditions of pavements and carriageways from time to time, and conduct repairs and maintenance works immediately as necessary. For example, the HyD had recently arranged road resurfacing works for Shau Kei Wan Main Street East and the Chai Wan Road roundabout.

#### HKPF

- (c) The HKPF quoted the contents and enforcement statistics in the progress report.

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TD/HyD/HKPF 46. After discussion, the agenda item would be followed up on upon further progress.

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

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

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

48. The views and enquiries of Members about the agenda items were summarised as follows:

- (a) Members enquired about the modes adopted by the HKPF and the enforcement locations of the two operations using mobile video recording.
- (b) Members enquired whether the departments concerned had conducted on-site surveys on the number of vehicles jumping red lights.
- (c) Members acknowledged that the installation of red light cameras was subject to multiple factors, but they still hoped to minimise the risk of accidents as far as possible, and therefore urged the departments again to review and consider the installation of additional red light cameras.

49. 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 had no plan to provide additional red light cameras at the crossings of Shing Tai Road in Heng Fa Chuen for the time being, but would continue to work with the HKPF and consider the installation under the existing mechanism.

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### HKPF

- (b) The HKPF quoted from the written reply and remarked that police officers used the “tripod” mobile MultaRadar CD to detect vehicle speed in both operations. The target locations were the footbridge near Block 48 of Heng Fa Chuen and the pedestrian crossing near the McDonald’s at Paradise Mall respectively.

TD/HKPF

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

### **Agenda 7. Any Other Business**

- 51. There was no other discussion item for the TTC.

### **Agenda 8. Date of Next Meeting**

- 52. The ninth TTC meeting would be held at 2:30 pm on 3 June 2025 (Tuesday).
- 53. The meeting ended at 4:35 pm.

Eastern District Council Secretariat  
May 2025