

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

Date: 3 June 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	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 Henry LAI, JP	District Officer (Eastern), Eastern District Office
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
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)

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

Mr MOK Kun-man, Brian Senior Executive Officer (Infrastructure, International School and Statistics)1, Education Bureau

Mr CHAN Ching-kit, Victor Education Officer (Infrastructure, International School and Statistics)1, Education Bureau

Ms TAM Hoi-ying, Karrie Senior School Development Officer (HKE)3, Education Bureau

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 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

Mr Adrian HUEN Director of Finance and Business Administration, Chinese International School

Ms Ada LAM Project Manager, Chinese International School

Mr Dennis HO Transportation Manager, Chinese International School

Ms Moraine MOK Associate Director, MVA Hong Kong Limited, Consultant of Chinese International School

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 8th Meeting of Traffic and Transport Committee (TTC)

2. The above draft minutes were confirmed without amendments.

Agenda 2. Transport Department – Eastern District Work Plan 2025 / 2026
(TTC Paper No. 13/2025)

3. The TTC agreed to combine Agenda 2 and item (iii) under matters arising for discussion for their relevancy.
4. The Chairman welcomed the representatives of the Transport Department (TD) to the meeting.
5. The representative of the TD briefed Members on Paper No. 13/2025.
6. The views and enquiries of Members about the agenda item were summarised as follows:
 - (a) Members opined that the captioned work plan was relatively broad in scope, and suggested that the department should formulate specific measures to respond to the keen demands of residents in the district, such as providing shelters and waiting seats at bus stops;
 - (b) Members were concerned that the campus expansion plans of Chinese International School (CIS) and Hong Kong Shue Yan University (HKSYU) might worsen the traffic congestion in Braemar Hill;
 - (c) Members suggested optimising the route arrangements at each passenger platform at the Shau Kei Wan Bus Terminus;
 - (d) Members enquired about the progress of installing pedestrian crossing lights at the junction of Oi Lai Street and Oi Yin Street;
 - (e) Members expressed concern about motorcycle parking spaces being occupied by unclaimed vehicles (commonly known as “dead vehicles”);
 - (f) Members enquired whether the motorcycle parking spaces outside the main entrance of Walton Estate on Yee Shun Street would obstruct the access of fire engines and ambulances;

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- (g) Members hoped that the Government would respond to public demand for private car parking spaces;
- (h) Members proposed adding traffic signs at the Seaview Plaza tram stop and optimising the colour of the proposed road markings;
- (i) Members recommended installing real-time bus arrival information display panels (display panels) at the bus stops at Neptune Terrace, Yue Wan Estate and Lok Hin Terrace on Chai Wan Road;
- (j) Members suggested repainting the ground markings at several bus stops in Chai Wan;
- (k) Members hoped that the public transport services between Pamela Youde Nethersole Eastern Hospital and various sub-districts could be strengthened;
- (l) Members proposed implementing a trial service during the summer vacation, with individual bus services of the Cross Harbour Tunnel Route 110 passing through the West Kowloon Station of the Guangzhou-Shenzhen-Hong Kong Express Rail Link; and
- (m) Members suggested using closed-circuit television (CCTV) systems to monitor traffic violations, so as to enhance road safety.

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

- (a) The TD would continue to maintain close liaison with the Education Bureau (EDB), the police and the relevant schools regarding the traffic congestion issue at Braemar Hill, and would also carefully examine the traffic impact assessment reports on the expansion plan to be submitted by the schools in due course;
- (b) The TD would continue to support the joint operations of the District Office and the police to address the issue of "dead vehicles" occupying motorcycle parking spaces;

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- (c) The proposed design of the Seaview Plaza tram stop was consistent with other tram stops of the same type. The TD would arrange for a white road marking with a brownish-red background to be added beneath the existing yellow tram stop warning line;
- (d) The motorcycle parking spaces outside Walton Estate were temporary and did not obstruct the emergency vehicle access route;
- (e) The TD would explore as far as practicable the provision of an appropriate number of parking spaces where feasible and suitable to meet public demand for private car parking spaces; and
- (f) The district consultation on the trial service of Route 110 was nearing completion. Subject to the results, the TD planned to implement the trial service arrangements in mid-July this year.

(Post-meeting note: The Secretariat sent the supplementary information provided by the TD on the implementation of the trial service arrangements for Route 110 to the TTC for reference on 14 July 2025.)

Agenda 3. 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

(TTC Paper No. 14/2025)

- 8. The Chairman welcomed the representatives of the TD to the meeting.
- 9. A Member briefed the meeting on Paper No. 14/2025.
- 10. The views of Members about the agenda item were summarised as follows:
 - (a) The proposal would help reduce traffic flow at the junction of Shun Tai Road and Chai Wan Road, thereby saving travelling time;
 - (b) Members believed that the proposed improvements for adding a right-turn lane, if equipped with appropriate traffic signs and diversion

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measures, would enable drivers to see the road conditions more clearly;
and

- (c) Members suggested relocating or shortening the traffic island at the junction, and converting the “give way” line into a “stop” line, or moving the current “give way” line back, so as to provide drivers with a better field of vision.

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

- (a) After on-site inspections, the TD found that the T-junction in question was rather complex. Vehicles turning right at the junction generally had to turn left first before making a wide right turn;
- (b) In addition to dealing with the aforementioned difficult turning problem, drivers also had to pay attention to southbound vehicles on Shun Tai Road and Tsui Wan Street at the junction. Furthermore, vehicles waiting to turn onto Tsui Wan Street on Shun Tai Road would block the view between southbound vehicles on Shun Tai Road and northbound vehicles on Tsui Wan Street. Therefore, adjusting the position of the traffic island would not improve driving safety;
- (c) The proposal would result in a similar travel time to the current arrangement of turning left turn from Tsui Wan Street onto Shun Tai Road via Shing Tai Road to access the Island East Corridor. Therefore, the TD considered that it was appropriate to maintain the current arrangement where drivers on Tsui Wan Street could only turn left onto Shun Tai Road at the junction;
- (d) The TD stated that it would explore ways to improve the relevant traffic signs at the junction.

TD

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

Agenda 4. Proposal for the Application of Innovative Technology at Westlands Road in Eastern District to Enhance Road Management (TTC Paper No. 15/2025)

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

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

15. The TD said that it had reviewed the pedestrian crossing facilities on Westlands Road, and considered that the current traffic signs and road markings were appropriate for drivers and pedestrians. As the road section was privately owned, the responsibility for its management rested with the owners. The TD had therefore conveyed Members' views to the relevant property management company.

16. Members stated that in response to residents' concerns, they would continue to follow up on the issue with the management company, and would recommend adding "slow down" signs or speed bumps on Westlands Road to enhance road safety.

Agenda 5. Proposal for Establishing Pilot Points for Pedestrian Traffic Light Countdown Devices in Eastern District (Paper No. 16/2025)

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

18. A Member briefed the meeting on Paper No. 16/2025.

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

- (a) Members enquired why the TD had not further implemented pedestrian traffic light countdown devices (countdown devices) over the years;
- (b) Members enquired about whether the test conducted in Tung Chung had been completed and the relevant test results;
- (c) Members enquired whether countdown devices were already in

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operation on Java Road in North Point;

- (d) Members proposed the following locations as pilot points: the area from Metropole Building to Kiu Kwan Mansion, area opposite the Sai Wan Ho MTR station, along Taikoo Place in Quarry Bay, Java Road, the areas around North Point Road and Wharf Road, as well as the section of Wan Tsui Road extending to Chai Wan Cinema Building, and from Wan Tsui Road to Hing Wah Plaza;
- (e) Members suggested adopting buffering measures during the study of countdown devices, such as playing gentle audio cues to alert pedestrians of the remaining crossing time, and drawing on the experiences of Chinese Mainland and overseas, with a view to minimising the duration of the testing and review period;
- (f) Members were concerned about the potential noise nuisance caused by the countdown devices at night;
- (g) Members expressed concern about the current situation where crossing the road during a flashing “green man” light would be an offence; and
- (h) Members hoped that the department could provide the TTC with more specific details on the plan as soon as possible.

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

- (a) The TD explained that the first-generation countdown devices were installed at 15 and 9 pilot points in 2006 and 2018 respectively. These countdown devices would count down when the “green man” light started flashing. The results of the two trials showed that in general, the majority of pedestrians were unable to cross the road completely before the “green man” light finished flashing. The TD considered that there were no substantial improvements and benefits to pedestrian safety, therefore the countdown devices were not pursued further;
- (b) The countdown devices at Java Road were first-generation devices;

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- (c) The TD installed a new type of countdown devices at a trial crossing in Tung Chung at the end of 2023. This device would count down while the “green man” light was flashing, making it easier for pedestrians to keep track of the remaining time of the “green man” light. Data showed that following the installation of the countdown device at the trial crossing in Tung Chung, there had been slight improvements in the situation where pedestrians were able to complete crossing the road before the “green man” light finished flashing;
- (d) To gain a more comprehensive understanding of the effectiveness of the new countdown device at crossings with different locations and characteristics (such as different pedestrian flow, pedestrian crossing distances, and local patterns of pedestrians using the crossing), the TD planned to conduct another large-scale trial, and would engage a university team to study and analyse the impact on pedestrian crossing behaviour to assist in formulating the next steps; and
- (e) The TD currently had no timetable for conducting large-scale trials.

TD 21. After discussion, the TTC agreed to follow up on the agenda item upon further progress.

Agenda 6. Proposal for Adding Pedestrian Crossing Lights on the Road from Blocks H to M of Kornhill
(Paper No. 17/2025)

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

23. A Member briefed the TTC on Paper No. 17/2025.

24. The views and suggestions of Members about the agenda item were summarised as follows:

- (a) Members opined that the current uncontrolled cautionary crossing was too close to the Hong Yue Street roundabout, making it prone to accidents;

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- (b) Members proposed to install pedestrian crossing lights at Block M and relocate the crossing to the area between Blocks K and L;
- (c) Members suggested adding a zebra crossing or pedestrian crossing lights at the crossing;
- (d) Members recommended adding a traffic island at the double white lines in the middle of the road;
- (e) Members proposed to introduce additional “slow down” and “give way” warning signs, along with clear road signs to alert pedestrians of the cul-de-sac ahead; and
- (f) Members hoped that the TD would study ways to improve the existing pedestrian crossing as far as practicable without compromising the smooth traffic flow at the junctions concerned, so as to ensure the safety of road users.

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

- (a) Adding a pedestrian crossing at Block M (i.e. the junction of Hong Yue Street and Hong On Street) would significantly reduce the overall operational efficiency of the major intersections at Kornhill. Therefore, no relevant plan was made;
- (b) The existing uncontrolled cautionary crossing at Block J was 5 metres wide with a dropped kerb, which was sufficient to provide a safe crossing environment for pedestrians (including wheelchair users). Adding a zebra crossing or traffic lights would affect the normal functioning of the roundabout, whereas the road width of Hong Yue Street was insufficient for a traffic island;
- (c) Appropriate traffic signs and “slow down” road markings were already provided at the upper end of the uncontrolled cautionary crossing; and
- (d) The TD would continue to explore options to enhance crossing safety on Hong Yue Street, for example adding signs at appropriate locations near

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the uncontrolled cautionary crossing at Block J to remind those heading to Kornhill Plaza to use the uncontrolled cautionary crossing to cross Hong Yue Street.

- TD 26. After discussion, the TTC agreed to follow up on the agenda item upon further progress.

Agenda 7. Concerns about Overgrown Trees and Roadside Weeds along Multiple Sections of Island Eastern Corridor **(TTC Paper No. 18/2025)**

27. The Chairman welcomed the representatives of the TD to the meeting.
28. A Member briefed the meeting on Paper No. 18/2025.
29. The views and enquiries of Members about the agenda item were summarised as follows:
- (a) Members enquired about the frequency of regular vegetation maintenance by the contractors;
 - (b) Members enquired about the penalties imposed by the department on contractors who failed to properly fulfil the contract requirements; and
 - (c) Members were concerned that drivers might violate traffic regulations due to road signs being covered by vegetation.
30. The representative of the TD noted Members' views and suggestions, and responded to their views and enquiries as follows:
- (a) The TD engaged road maintenance contractors under term contracts to carry out regular inspections and maintenance works;
 - (b) Generally speaking, contractors conducted routine inspections of carriageways once per month. They would also clear weeds at the hard shoulder and trim overgrown vegetation at least once every three months on general carriageways and once every six months on

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highways, with a view to ensuring the safety of road users;

- (c) The TD would flexibly increase the frequency of clearing and trimming depending on circumstances and needs (such as before and after the rainy season);
- (d) The TD also assessed the performance of contractors through spot checks to ensure that they fulfilled all their contractual obligations. Should any issues be identified, the TD would issue a repair order to the contractor concerned, ordering it to complete the relevant repair works within a specified period;
- (e) If the contractor failed to complete the relevant works before the specified completion date, the TD would take appropriate action in accordance with the contract terms, and record the situation in the contractor's quarterly performance report; and
- (f) The TD was committed to using innovative technology in the maintenance of public roads, and would review and introduce new technologies (such as small drones) to enhance maintenance efficiency in due course.

TD 31. After discussion, the TTC agreed to follow up on the agenda item upon further progress.

Agenda 8. Proposal for Larger Sheltering Facilities at the Siu Sai Wan Estate Bus Terminus Waiting Area to Enhance Residents' Waiting Environment (TTC Paper No. 19/2025)

32. The Chairman welcomed the representatives of the TD and Citybus Limited (Citybus) to the meeting.

33. A Member briefed the meeting on Paper No. 19/2025.

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

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- (a) As the service of the MTR Corporation Limited (MTRCL) did not extend to Siu Sai Wan, many residents relied on buses for travel. In addition, given the significant number of elderly passengers, there was a pressing need to improve the waiting environment at the bus terminus;
- (b) Members suggested that a display screen be installed on Platform A (Routes 8P, 49X and N8P) near Siu Sai Wan Plaza to allow passengers waiting in the plaza to prepare for boarding in advance;
- (c) Members proposed to reserve part of the sheltered area at Platform E (Routes 88X and 788) for passengers waiting at the adjacent Platform F without any shelter structure; and
- (d) Although the current Y-shaped shelter covering Platform E was the largest at the terminus, it remained insufficient to provide effective shelter from the elements and sunlight. It was therefore hoped that the relevant departments and bus companies would refer to examples from the Chinese Mainland and overseas to study the construction of a large-scale, fully covered shelter.

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

Citybus

- (a) As the glass canopy adjacent to the plaza was not under Citybus's management, it was not possible to install display screens at the location; and
- (b) The feasibility of constructing a shelter over Platform G outside Siu Sai Wan Market would be assessed having regard to environmental factors such as the actual conditions of underground public utilities, road width and the condition of trees planted nearby.

TD

- (c) The department requested the Citybus to report the inspection results to the TTC in due course.

Action

TD/Citybus

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

Agenda 9. Request for Installation of Seats at Bus Stations in Tai Pak Area in Eastern District for the Convenience of Waiting Passengers **(TTC Paper No. 20/2025)**

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

38. A Member briefed the meeting on Paper No. 20/2025.

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

- (a) Members suggested the TD conduct on-site inspections on bus stations in the Tai Pak area;
- (b) Members expressed reservations about the provision of bus shelter as a prerequisite for installing passenger seats. They hoped that the TD, together with the bus companies, would adopt innovative thinking and design elderly-friendly seats from an “environmental, social and governance” perspective. For instance, erecting stop poles at waiting areas and installing foldable chairs that would not occupy excessive space could already bring convenience to the elderly; and
- (c) Members recommended that the TD, through inter-departmental collaboration, may consider joining force with the bus companies to devise innovative solutions and collectively enhance the waiting facilities at bus stations in the Eastern District.

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

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TD

- (a) The TD would continue to encourage franchised bus companies to explore options on enhancing waiting facilities. It was believed that relevant departments would be willing to examine applications on innovative designs for bus station seats, with a view to improving passengers' waiting experience.

Citybus

- (b) The Citybus responded that passenger seats had been installed at most sheltered bus stations where conditions permitted. Due consideration would be given to whether the proposed passenger seats would obstruct pedestrians or bus station users upon on-site assessment of factors such as underground facilities beneath the bus stations, road width, pedestrian flow, etc.

KMB

- (c) The KMB stated that, subject to the conditions and environment of bus stations, including the design of bus stations and the space available, it would actively consider providing additional passenger seats, and would apply to the TD in due course for approval to enhance bus station facilities.

41. The representative of the Eastern District Office (EDO) added that if the TD and bus companies had any new proposals on the installation and design of passenger seats, the EDO would be willing to gauge public opinions, with a view to ensuring effective communication between the Government and the public, and assisting departments in introducing measures that meet the needs of the people.

TD/Citybus/KMB

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

Agenda 10. Addressing Illegal Parking at Bus Stations in Eastern District (TTC Paper No. 21/2025)

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43. The Chairman welcomed the representatives of the Hong Kong Police Force (HKPF), TD, Citybus and KMB to the meeting.

44. A Member briefed the meeting on Paper No. 21/2025.

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

- (a) Members were concerned about illegal parking at bus stations opposite Kiangsu Chekiang College in Braemar Hill and at Yiu Wah House on Yiu Hing Road;
- (b) Members enquired whether the HKPF would handle cases referred by the bus companies immediately; and
- (c) Members suggested that while stepping up targeted enforcement, inter-departmental collaboration should also be strengthened to explore ways of utilising technology to support and enhance the current reporting platform, thereby addressing the issues of illegal parking.

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

HKPF

- (a) The HKPF had submitted the proposal on installing surveillance cameras at the aforementioned locations to the unit concerned for follow-up. Upon receipt of reports on serious obstruction at bus stations, the HKPF would, subject to manpower availability, immediately deploy police officers to handle the problems; and
- (b) The HKPF would continue to closely monitor the situation of illegal parking, step up enforcement efforts and relay Members' views on enhancing the efficiency of the reporting platform "Project PROVE" to the Traffic Branch Headquarters.

TD, Citybus and KMB

- (c) Supplementary information on black spots of illegal parking would be

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provided to the HKPF to facilitate their investigations and enforcement actions.

HKPF/TD/
Citybus/KMB

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

Agenda 11. Concerns about the Overloading of Public Transport at Braemar Hill during After-school Hours **(TTC Paper No. 22/2025)**

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

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

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

- (a) During peak hours, the traffic congestion at Braemar Hill had a ripple effect on the traffic of the Pak Fuk Road, King's Road, Tsat Tsz Mui Road and Shu Kuk Street area, rendering a considerable number of students unable to get on public transport. Therefore, Members urged the TD to collect on-site road traffic data before and after school to facilitate the study of improvement measures;
- (b) Members indicated that they had approached the HKSYU and learnt that the university was willing to increase the frequency of school buses for carrying students, so as to free up more capacity for public buses and minibuses to serve residents travelling to and from Braemar Hill. Members hoped that the TD could follow up with the HKSYU; and
- (c) Members suggested the TD consider arranging minibuses to "skip" the stop at Oxford Court directly, with a certain number of seats reserved for passengers waiting at subsequent stops.

51. The representatives of the TD and bus companies noted Members' views and suggestions. The TD stated that it would discuss with the operator of Green Minibus Route No. 25 on practicable measures, including flexibly adjusting vehicle

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deployment and schedules during peak hours, so as to meet passenger demand at stops along the route.

TD 52. After discussion, the TTC agreed to follow up on the agenda item upon further progress.

Agenda 12. Progress Report of Matters Arising from Previous TTC Meetings under Eastern District Council

(TTC Paper No. 23/2025)

- (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 53. 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”

Highways
Department
(HyD) 54. 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***

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(2) Suggestion for Provision of Additional Bus Route Plying Between Chai Wan and Hong Kong West Kowloon High Speed Rail Station

55. The agenda items were combined with agenda item 2 for discussion.

TD/Citybus/
KMB

56. 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”

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

- (a) The TTC had been highly concerned about the traffic conditions in Braemar Hill. However, the Chinese International School (CIS) had not proactively briefed Members on the expansion plan before the meeting, and only attended the meeting upon further invitation by the TTC. Members were unable to learn about the latest traffic improvement measures of the CIS nor express their views to the CIS;
- (b) The representative of the CIS briefed the meeting on the “Busing for All” policy, under which students might choose to travel to school by school bus, public transport, private carpooling or walking. Members commented that allowing carpooling was undesirable and against the original intention of the policy. Members also pointed out that under the current lenient approach, allowing private cars to carry students to school would affect the traffic of the Braemar Hill area, or even that of Pak Fuk Road, Tsat Tsz Mui Road and King’s Road;
- (c) The “Busing for All” policy applied only to students in Year 3 to 11, with exemption granted for those in Reception to Year 2 and Year 12 to 13. Members proposed extending the coverage of the policy to students of all years, arguing that exemptions based on Reception to Year 2 students being too young and still developing self-care abilities, and senior students participating in various extra-curricular activities

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should not be justified;

- (d) The CIS might consider staggering the school hours for students who were exempted from taking school buses to avoid peak traffic hours;
- (e) The CIS only issued written warnings to students and parents who violated the “Busing for All” policy, which lacked deterrent effect;
- (f) Apart from the CIS, the HKSYU also planned to carry out expansion works in Braemar Hill. Members were concerned about the impact brought to the nearby traffic by the expansion works of the two institutions and suggested that they coordinate with each other and arranged for the works vehicles to enter and exit the sites during non-peak hours;
- (g) At present, not only the CIS arranged staff to direct the traffic, but the HKPF was also required to deploy officers for traffic control, which was considered undesirable; and
- (h) Members enquired when the traffic impact assessment would be completed and expected the relevant bureau, departments and TD could properly perform their gatekeeping role and carefully review the assessment report submitted by the CIS to ensure that the expansion plan would not have an adverse effect on the traffic conditions of Braemar Hill.

58. The representatives of the relevant bureau, departments and organisations noted Members’ views and suggestions, and responded to their views and enquiries as follows:

EDB

- (a) International schools formed an integral part of Hong Kong’ education system, primarily serving the education needs of non-local families. The site concerned had all along been designated for educational purpose, with an international school (the former Hong Kong Japanese School) operating there until several years ago. Having reviewed tens of applications under the School Allocation Exercise, the EDB announced in February this year that the CIS was granted approval for the site. The EDB then followed up with the CIS on the expansion

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works plan;

TD

- (b) The TD would, upon submission of the assessment report by the CIS, carefully examine the impact of the expansion plan on the areas concerned, including Braemar Hill and downhill road sections;
- (c) The assessment report should, as required by the TD, focus on examining the traffic of the expansion plan during peak school hours, with practicable and effective traffic improvement measures provided; and
- (d) The TD would report to the TTC in due course on the findings of the review and investigation assessment report.

CIS

- (e) The CIS understood that students travelling to and from school would impose pressure on the surrounding traffic. Therefore, since the 2022 school year, it had proactively implemented the “Busing for All” policy, with the CIS being the only school in Braemar Hill that implemented the “Busing for All” policy;
- (f) The “Busing for All” policy applied to students from Year 3 to 11. They were required to travel to and from school by school bus, public transport, walking or carpooling, unless they had been granted special permission to travel by private car;
- (g) The CIS would extend the “Busing for All” policy to the new campus. The new campus would create synergies with the existing campus by fully utilising the existing school bus resources and further encouraging more junior and senior students to take school buses for travelling to and from school;
- (h) The CIS had also deployed additional manpower to assist students in getting on and off school buses quickly, direct traffic flow in an orderly manner, thereby reducing disruption to surrounding traffic; and
- (i) The traffic impact assessment would be conducted upon the start of the

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new school year of other local schools, which would be around mid-to-late September. It was expected that the consultancy company would complete the report in the first quarter of 2026 and submit it to the relevant government departments.

EDB/TD/HKPF

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

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

60. The representative of the TD added that the first trial of diagonal crossing in Hong Kong (at the junction of Sha Kok Street and Yat Tai Street in Sha Tin) had been operating safely and smoothly with positive results. As such, the TD had been actively assessing the feasibility of diagonal crossing implementation at other signalised junctions, including locations suggested by the public and District Council (DC) members during the trial period. It was expected that the results of site selection could be reported to the TTC in the second half of this year.

61. Members considered the progress of departmental review on trial figures was rather slow and urged the TD to promptly optimise the junction at King’s Road and Kam Hong Street, while prioritising the pedestrian crossing near the Munsang College (Hong Kong Island) for trial.

TD

62. 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

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

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

TD/Citybus/
KMB

64. 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

65. 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

66. 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”

67. The Chairman expressed understanding of Members’ concerns about the works progress of the “Braemar Hill Pedestrian Link” project. He therefore requested the Secretariat to liaise with the HyD and MTRCL to arrange a site visit, with a view to enabling DC Members to obtain project details for addressing residents’ enquiries.

MTRCL

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

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

TD/HKPF

69. 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)”

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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. Members enquired about the TD’s schedule for the installation of pedestrian traffic light countdown devices at pedestrian crossings in the Eastern District, and urged the HyD to step up maintenance and repair works regarding uneven pavements.

72. The TTC requested the HyD and TD to note Members’ views.

TD/HyD/HKPF 73. After discussion, the agenda item would be followed up on upon further progress.

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

TD/EDO 74. 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”

75. Members enquired about the exact locations where the HKPF conducted enforcement actions using mobile video recording, and proposed installing CCTV cameras at the lampposts near the McDonald’s at Paradise Mall. Members also suggested the TD consider installing red light cameras at the road sections concerned.

76. The representative of the HKPF pointed out that police officers had used the “tripod” mobile MultaRadar CD to detect vehicle speed on the ground floor of Block 39 of Heng Fa Chuen. The HKPF had submitted a proposal in May this year on installing cameras at the lampposts near the McDonald’s, which was pending approval.

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77. The representative of the TD noted the HKPF's plan to install mobile recording device at the road sections concerned and would maintain close liaison with the HKPF and provide assistance as necessary.

TD/HKPF

78. 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"

HyD

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

(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. The representative of the TD stated that the TD was conducting a district consultation on the proposal and would, subject to local support, implement the proposal as soon as possible.

TD

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

Agenda 13. Any Other Business

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

Agenda 14. Date of Next Meeting

83. The tenth TTC meeting would be held at 2:30 pm on 19 August 2025 (Tuesday).

84. The meeting ended at 7:00 pm.

Action

Eastern District Council Secretariat
August 2025