

(Translation)

Islands District Council
Minutes of Meeting of Traffic and Transport Committee

Date : 19 January 2024 (Friday)

Time : 10:30 a.m.

Venue : Islands District Council Conference Room,
14/F, Harbour Building, 38 Pier Road, Central, Hong Kong

Present

Chairman

Ms WONG Chau-ping

Vice-Chairman

Mr YIP Pui-kei

Members

Mr NG Man-kit

Mr HO Siu-kei

Mr HO Chun-fai

Mr CHOW Yuen-kuk, Jonathan

Mr CHOW Yuk-tong, SBS, MH

Ms KWOK Wai-man, Mealoha

Mr HUI Chun-lung, MH

Mr WONG Man-hon, MH

Mr WAN Yeung-kin

Mr LAU Chin-pang

Ms LAU Suk-han

Ms LAU Shun-ting

Mr LUO Chenghuan

Attendance by Invitation

Mr CHEUNG Ping-kuen

Ms LAM Ho-yan, Cathy

Mr TSUI Tsz-lok, Ryan

Mr Raymond KOO

Mr Jason WOO

Mr Henry MAN

Mr Kevin LEUNG

Senior Project Coordinator/RS(1), Highways Department

Engineer/RS(23), Highways Department

Project Coordinator/RS(1), Highways Department

Chief Construction Manager – Oyster Bay Station Civil,
MTR Corporation Limited

Senior Liaison Engineer, MTR Corporation Limited

Senior Corporate Communications Manager – Capital Works,
MTR Corporation Limited

Assistant Senior Corporate Communications Manager –
Capital Works, MTR Corporation Limited

In Attendance

Mrs RADFORD Kit-ye, Kitty	Administrative Assistant/Lands (District Lands Office, Islands), Lands Department
Ms WONG Shuk-man, Suman	Engineer/Lantau Development, Transport Department
Mr SO Wai-ken, Ken	Engineer/Major Projects 11, Transport Department

Secretary

Ms CHEUNG Hoi-Kam, Nicole	Executive Officer (District Council)3, Islands District Office
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Absent with Apology

Mr YU Hon-kwan, MH, JP



Welcoming remarks

The Chairman welcomed Members and representatives of the government departments and organisations to the meeting, and introduced Ms WONG Shuk-man, Suman, Engineer/Lantau Development, who stood in for Mr WONG Yui-him, and Mr SO Wai-ken, Ken, Engineer/Major Projects 11, who stood in for Mr LEE Lap-man, of the Transport Department (TD).

2. Members agreed to accept Mr YU Hon-kwan’s application for absence from the meeting.

I. **Temporary Traffic Management Scheme (TTMS) facilitating the construction of MTR Oyster Bay Station**
(T&TC Paper No. 1/2024)

3. The Chairman welcomed Mr CHEUNG Ping-kuen, Senior Project Coordinator/RS(1), Ms LAM Ho-yan, Cathy, Engineer/RS(23), and Mr TSUI Tsz-lok, Ryan, Project Coordinator/RS(1) of the Highways Department (HyD), and Mr Raymond KOO, Chief Construction Manager – Oyster Bay Station Civil, Mr Jason WOO, Senior Liaison Engineer, Mr Henry MAN, Senior Corporate Communications Manager – Capital Works, and Mr Kevin LEUNG, Assistant Senior Corporate Communications Manager – Capital Works of the MTR Corporation Limited (MTR) to the meeting to present the paper.

4. Mr Raymond KOO briefly presented the paper. Mr Jason WOO briefly presented the paper with the aid of PowerPoint presentation.

5. Members asked about the implementation date of the second phase of the TTMS.

6. Mr Kevin LEUNG said that the first phase of the TTMS would be implemented until mid-February this year, and the second phase of the TTMS would commence immediately thereafter and be implemented until late June this year.

7. Members said although the MTR stated that the second phase of the TTMS would not have significant impact on the traffic in the vicinity, in view of the implementation of “Northbound Travel for Hong Kong Vehicles” and the increase in the use of the Tuen Mun-Chek Lap Kok Tunnel, Members urged the MTR to provide the latest traffic flow data of Shun Long Road and hoped the MTR would take note of the impact of the increased traffic flow on Shun Long Road.

8. Members raised questions as follows:

- (a) The main types of vehicles using Shun Long Road and the relevant traffic flow data.
- (b) Whether the water-filled barriers placed around the construction site were filled with water to prevent deviation from their original positions during typhoons or unstable weather.
- (c) During the implementation of the second phase of the TTMS, whether there would be any changes to the placement of the water-filled barriers and the overall project scope of work, and the length of the road section involved.
- (d) The details of the works carried out by the MTR during the first phase of the TTMS.
- (e) The expected completion time of the MTR Oyster Bay Station.

9. Mr Jason WOO gave a consolidated response as follows:

- (a) In addition to works vehicles, there were other types of vehicles going via Shun Long Road to and from Tuen Mun, the airport and Kowloon.
- (b) Since the implementation of the first phase of the TTMS in February 2023, the MTR had been conducting statistical analysis of vehicular flow every three months to monitor the traffic of the relevant road section. According to the latest statistics, the current traffic flow was comparable to that prior to the implementation of “Northbound Travel for Hong Kong Vehicles” without any significant increase recorded.
- (c) The placement of the water-filled barriers and the overall project scope of works would remain unchanged during the implementation of the

second phase of the TTMS.

10. Mr Raymond KOO replied that the MTR had completed the soldier piling and excavation works during the implementation of the first phase of the TTMS.

11. Mr Kevin LEUNG said that the second phase of the TTMS was similar to the first phase. The first phase of the TTMS had been implemented for one year, and the traffic remained smooth in spite of a slight increase in the vehicular flow at the relevant road section as a result of the implementation of “Northbound Travel for Hong Kong Vehicles”. In addition, the MTR had arranged staff to check the condition of the water-filled barriers every morning and evening, so as to ensure that they were all filled with water and tightly interlocked.

12. Mr Raymond KOO stated that the MTR had established measures to ensure the safety of the construction site and the TTMS during typhoons. The MTR would deploy staff to inspect all relevant items, including the water-filled barriers on the roadside, to ensure safety. In addition, the target completion date of the MTR Oyster Bay Station was 2030.

13. Members asked whether the TTMS would be implemented up to 2030 if the works of the MTR Oyster Bay Station was expected to be completed in 2030, and enquired about the preliminary plan for the third phase of the TTMS. In addition, since higher speeds were allowed on the North Lantau Highway connecting to Shun Long Road and the vehicular flow was expected to increase in the next two to three years, Members were worried that traffic hazards would arise in the relevant road sections.

14. Members expressed their views as follows:

(a) During festivals and holidays, many vehicles would travel to and from the Mainland via Shun Long Road. Since Shun Long Road was connected to the expressway, if there was traffic congestion on Shun Long Road, it would affect the connected expressway section. Members suggested that the TD should closely monitor the traffic flow on the relevant road section, especially during festivals, and take contingency measures in a timely manner.

(b) It was reported that the small passenger vehicle toll-free policy would be implemented on the Hong Kong-Zhuhai-Macao Bridge (HZMB) during the Lunar New Year holidays. Members anticipated that the vehicular flow on the HZMB would double by then, especially during the peak period of residents returning Hong Kong at the end of the holiday, therefore, they hoped the MTR and the TD would closely monitor the traffic flow on the relevant road section and take special measures in a timely manner, so as to avoid traffic congestion or accidents.

15. Mr Jason WOO stated that the MTR would report in detail to Members on the third phase of the TTMS and consult Members thereon at future meetings of the Traffic and Transport Committee. The MTR assessed and monitored the vehicular flow and traffic of the relevant road section, and reported to the Site Liaison Group, comprising members from the Police, the TD, the HyD and other relevant government departments, at an interval of three months on average. So far, the assessment and monitoring had been conducted for four times. In addition, when a MTR works vehicle was entering the construction site, the works vehicle would be followed by a vehicle with flashing lights for a certain distance until it completely entered the construction site. The MTR would continue to closely monitor the traffic flow on Shun Long Road.

16. Members expressed their views as follows:

- (a) With the increase in traffic flow of the HZMB, Members hoped that the Police would step up patrols during holidays and weekday peak hours. Members also hoped that the MTR would minimise the works vehicles' use of Shun Long Road during holidays, so as to reduce the traffic flow and to minimise the impact on other vehicles and the chance of traffic accidents caused by the mud, sand and stones left by the works vehicles.
- (b) Given that there were also other works projects and road closure in the vicinity of Shun Long Road, Members hoped that the MTR and the departments concerned would consult Members on all relevant works projects in one go in the future, so as to enhance efficiency.
- (c) Since the mud, sand and stones sticking to the wheels of a works vehicle in motion might damage the windscreens of following vehicles, Members hoped the MTR would take note of the issue.

17. Members made suggestions as follows:

- (a) In addition to the regular monitoring of traffic flow conducted every three months, the MTR should make traffic flow predictions before festivals and holidays and work out contingency measures in advance, so as to avoid traffic congestion or accidents.
- (b) Additional LED panels should be installed at Shun Long Road for displaying traffic information.
- (c) The MTR should widely publicise the TTMS, so that drivers could change their driving routes when necessary, thereby reducing the vehicular flow on the relevant road section.
- (d) The speed limit for the section of Shun Long Road connecting to North Lantau Highway should be reduced from 110 km per hour to 80 km per hour.

- (e) In addition to the “Northbound Travel for Hong Kong Vehicles” scheme, the “Southbound Travel for Guangdong Vehicles” arrangement would also be implemented soon. By then, vehicles from the Mainland and Macau might enter the urban areas of Hong Kong, resulting in significant changes in the vehicular flow. Members suggested that the MTR should give consideration to government policies when planning temporary traffic control measures in the future.

18. Mr Kevin LEUNG said that staff of the MTR would conduct on-site inspections on a daily basis and schedule the entries and departures of works vehicles as appropriate. In addition, illuminated signs had been placed by the MTR in front of the road section covered by the TTMS to notify drivers of the road works ahead. The relevant road section had maintained smooth traffic in the past year. The MTR would continue to closely monitor the traffic. In addition, the MTR noted the views of Members and would conduct careful studies with the contractor. It would also make good co-ordination with the Site Liaison Group, government departments and the organisations responsible for the works in the vicinity.

19. Mr Raymond KOO said that the MTR had vehicle washing facilities, and all works vehicles would have their wheels washed before leaving the construction site. In addition, the MTR would also regularly inspect the road surface to see if there was any accumulation of sand and stones, and would deploy staff to clear it if necessary.

20. Mr Jason WOO made a consolidated response as follows:

- (a) The Site Liaison Group of the MTR would invite government departments and organisations responsible for other works projects in the vicinity, including the HyD and the Civil Engineering and Development Department, to jointly discuss and explore the arrangements for the TTMS, with a view to minimising the traffic impact caused by the works.
- (b) With regard to the publicity on the TTMS, the MTR would issue notices to the relevant government departments.
- (c) Since no construction works would be carried out at construction sites of the MTR during holidays, the works vehicles would not go through Shun Long Road during holidays.

21. The Chairman expressed her views as follows:

- (a) She asked whether the TTMS illuminated signs were in operation around the clock.
- (b) The MTR currently reported to the Site Liaison Group on the traffic conditions of the relevant road section every three months. She

suggested that the frequency of meetings should be increased in the early stage of the project, for example, to once every one and a half months, and return to once every three months when things started to run smoothly. She hoped the TD could make coordination.

- (c) She hoped the MTR would closely monitor the road condition, so as to ensure that the works vehicles would not leave behind construction materials on the road and affect other vehicles.

22. Mr Jason WOO said that illuminated signs for the TTMS were in operation around the clock. In addition, the MTR would discuss with other members of the Site Liaison Group (including the Police, the TD, the Lands Department and the HyD) on the increase of meeting frequency and the strengthening of monitoring.

23. Ms Suman WONG said that the TD was pleased to co-operate with the Site Liaison Group to increase the meeting frequency.

24. The Chairman asked whether the road closure area under the TTMS would be extended or changed in the future.

25. Mr Raymond KOO said that currently the closed road section was around 200 metres long. The road closure area under the TTMS would basically be maintained up to phase 3 or beyond, and might be extended westwards. The contractors and traffic consultants of the MTR would assess the traffic impact of each modification to the TTMS and would only put them into practice after obtaining the consent of the relevant departments. In addition, the TTMS was expected to be implemented for a few years.

26. The Chairman hoped the departments would closely monitor the traffic of the above road section.

27. Members expressed their views as follows:

- (a) As 20 000 residential units would be built near the MTR Oyster Bay Station, Members asked whether the units would be completed at the same time as the MTR Oyster Bay Station project.
- (b) Members hoped the TD and the MTR would place traffic cones and “Keep left/ right” signs at least 100 metres ahead of the illuminated signs to reduce the chance of traffic accidents.
- (c) Members asked about the length of the closed road section.

28. Mr Kevin LEUNG replied that the closed road section was about 200 metres long. In addition, the MTR would display signage a certain distance in front of the road closure area to alert drivers that the measures of the TTMS were being implemented ahead. The MTR noted the views of Members, and would review the

relevant arrangements and explore room for improvement. In addition, there would be approximately 20 000 residential units built in the vicinity of the MTR Oyster Bay Station, about half of which were public housing units while the other half were private housing units. The MTR Oyster Bay Station was expected to commence operation in 2030 to tie in with the first population intake.

29. The Chairman opined that the current closed road section was too long. She suggested that the MTR should phase the construction works to narrow down the road closure area at each phase.

30. Mr Raymond KOO said that the closed road section was long because the MTR was carrying out construction works at different locations at the same time. The MTR noted the views of Members and would try to narrow down the road closure area as far as feasible.

31. The Chairman reiterated her hope for the Site Liaison Group to increase the frequency of traffic reviews for the relevant road section.

32. Members hoped that when the MTR consulted Members on the third phase of the TTMS in the future, it would provide the traffic flow data of the relevant road section (including traffic flow data during peak hours), as well as the number of traffic accidents (if any) at the above section of Shun Long Road for some time in the past for Members' reference.

33. The Chairman hoped the TD could assist the MTR in the provision of the data.

34. There being no other business, the meeting was adjourned at 11:40 a.m.

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