

LCQ7: Traffic situation of Cheung Tung Road on Lantau Island

Following is a question by Dr Hon David Li Kwok-po and a written reply by the Secretary for Transport and Housing, Ms Eva Cheng, at the Legislative Council meeting today (February 1):

Question:

I have been informed by a member of the public that the number of persons using Cheung Tung Road on Lantau Island for recreational cycling is growing and, at the same time, vehicular traffic, in particular heavy vehicle traffic, along Cheung Tung Road is also on the rise. Furthermore, the member of the public also reflected that the Government has announced plans for the development of an organic waste treatment facility, as well as concrete and asphalt batching plants, etc., which may lead to an increase in the number of heavy vehicles using Cheung Tung Road in future. In this connection, will the Government inform this Council:

(a) of the total number of traffic accidents that occurred on Cheung Tung Road in each of the past five years, and among them, the number of those which involved cyclists;

(b) in each of the past five years, of the number of speed control enforcement operations carried out on Cheung Tung Road; and the number of persons who had been prosecuted for speeding on Cheung Tung Road;

(c) given that the speed limit along Cheung Tung Road is 50 kilometres per hour, whether it has assessed if there was evidence that excessive speeding was one of the causes of the traffic accidents that occurred on Cheung Tung Road in the past five years, and whether it has reviewed the current speed limit set for the road;

(d) of the Government's projection of the growth in vehicular traffic along Cheung Tung Road in the next five years, and the source of such increase;

(e) since Cheung Tung Road was opened to traffic, whether the Government has conducted any review of the visibility along the road, in particular along those sections with slight bends and slight slopes when driving behind heavy vehicles; if it has, whether improvement works had been carried out after the reviews; if so, of the details;

(f) of the number of road signs erected along Cheung Tung Road to alert drivers that there are cyclists on the road; and

(g) whether the Police have provided any advice to frequent users of Cheung Tung Road (including the drivers using Cheung Tung Road for accessing the private or government establishments nearby) on safe driving practices on roads which are also used by cyclists; if not, of the reasons for that?

Reply:

President,

My reply to the various parts of the question is as follows:

(a) The breakdown on the number of traffic accidents that occurred on Cheung Tung Road in the past five years and the number of those involving bicycles and other vehicles is at Annex 1.

(b) The number of laser gun speed check enforcement operations carried out on Cheung Tung Road by the Police in the past five years and the prosecution figures on speeding are at Annex 2.

(c) According to the relevant information of the traffic accidents, most accidents that occurred on Cheung Tung Road involved such factors as driving inattentively by vehicle drivers, losing control of the bicycles and collision of bicycles with other vehicles. Speeding is not a cause for traffic accidents on Cheung Tung Road. The Transport Department (TD) reviews regularly the speed limits set for various roads. The TD considers the current speed limit set for Cheung Tung Road appropriate.

(d) It is estimated in the TD's traffic assessment that the total vehicular flow on Cheung Tung Road at peak hours in 2016 will be 940 vehicles per hour, i.e. about 45% of the design capacity of the road, upon completion and operation of various planned development projects such as the organic waste treatment facility, concrete batching plant and chlorine transshipment dock.

(e) The TD has been monitoring the traffic situation of Cheung Tung Road. Its design, including visibility and road bends, is in compliance with relevant international standards. At individual locations along the road, the TD has put in place some

measures, such as adding appropriate traffic signs and road markings near the road tunnel in the vicinity of Tung Chung Eastern Interchange, to alert motorists of the road bends ahead. Trees on the roadside are pruned regularly by the relevant department to avoid obstructing the sightline of motorists.

(f) The TD has erected 12 traffic signs along the section of Cheung Tung Road between Tung Chung Eastern Interchange and the western end of the road, to alert motorists of nearby cycle tracks and cyclists. Given the increasing cycling activities, the TD is considering putting up appropriate traffic signs along the section of Cheung Tung Road where there is no cycle track to remind other road users to take heed of cyclists on the road.

(g) On a regular basis in the Lantau area, the Police issue verbal advice to road users who have violated traffic ordinances and conduct educational activities to promote road safety. Such activities include distributing promotional leaflets on road safety to road users and cyclists as well as conducting talks. For example, the Police organise road safety talks in collaboration with the TD, various bus companies within the Lantau area, large housing estates in Discovery Bay and organisations such as the Disneyland theme park to instill among professional drivers an awareness of proper and safe driving. The drivers are reminded to drive carefully and pay attention to road condition, including cyclists on the road, so as to prevent traffic accidents. The number of the activities held is at Annex 3.

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