

NOTE FOR PUBLIC WORKS SUBCOMMITTEE OF FINANCE COMMITTEE

Supplementary information on 37EC – A private independent school (secondary-cum-primary) in Area N4b, Discovery Bay

INTRODUCTION

In considering the private independent school development in Discovery Bay (paper referenced PWSC(2005-06)43) at the Public Works Subcommittee meeting on 11 January 2006, Members requested the Administration to provide information on the transport arrangements for access to the school and to further strengthen communications with the residents in Discovery Bay to address their concerns on transport and environmental impacts arising from the school construction.

THE ADMINISTRATION'S RESPONSE

2. The school sponsor commissioned a traffic consultant to study the impact of the school development on the existing road network in Discovery Bay and explained the findings of the traffic study to residents of Discovery Bay on 6 February 2006. Specifically, the school sponsor and its consultants assured Discovery Bay residents that the school development would not create any adverse impact on the road network within the vicinity of the school site during both the construction and operational stages. The Transport Department has been invited to provide advice on the consultants' report. It is noted that the consultants' report has made due consideration to the traffic safety on those private roads within Discovery Bay to be affected and the traffic impact to Cheung Tung Road by the proposed development. Besides, suitable traffic arrangement during construction by the contractor / project manager and future regular operation by the school sponsor will be made. A gist of the findings of the traffic study is set out in the following paragraphs.

/Transport

Transport Arrangements and Safety Measures

Construction Stage

3. To minimise the impact of construction traffic on the neighbourhood, all such traffic will use the route through Discovery Bay tunnel during the construction stage (as shown at **Enclosure A**) and stay away from the residential areas.

4. The following measures (illustrated at **Enclosure B**) will be adopted throughout the construction period to ensure the safety of residents and to mitigate any adverse impact on the environment (mainly noise and dust nuisances) during the construction of the school –

- (a) Construction traffic will be segregated from pedestrians by means of a temporary safety barrier along the entire 200-metre access route through the Siena Park;
- (b) At the entrance to the Siena Club, traffic wardens will regulate the flow of construction and resident traffic at two safety check points to minimise any adverse impact. Designated crossing points will be maintained outside the Siena Club, with ‘road humps’ provided at each end to reduce the speed of the construction traffic in the area;
- (c) All loading and unloading of construction vehicles will be carried out within the school site boundary. No parking will be allowed along the access route;
- (d) The existing surface along the access route through Siena Park will be covered with temporary protective concrete panels, and special wheel washing and watering facilities will be provided to prevent dust and mud emission from the site; and
- (e) The guidelines on best construction practices published by the Environmental Protection Department will be followed for pollution control.

School Operational Stage

5. When the school is in operation, students will commute to school by existing estate shuttle buses, school buses, golf carts, cycling and walking. These transportation means will be managed at the entrance to the Siena Park area as shown at **Enclosure C** –

/(a)

(a) Estate shuttle buses

The buses will drop off students at an existing bus stop near the Siena Club entrance. Students will then walk a short distance along the western footpath of the Siena Park to the school.

The consultant's traffic study has shown that the 20 estate shuttle bus trips currently commuting to / from the ferry pier during the morning and afternoon peak hours are more than adequate to meet the demand generated by the school population. This is because the residents and the students basically travel in opposite direction during those peak hours and 80% of the seats on those bus trips could be made available for the students. That said, the estate shuttle bus company is prepared to enhance the service should there be a demand in future.

(b) School buses

The school sponsor will operate school buses for circulating within Discovery Bay for the local residents and plying between Discovery Bay and Tung Chung / Sunny Bay to serve primarily those students residing outside Discovery Bay. The service will be provided by six single-decker school buses with a capacity of about 40 passengers each. These buses will utilise the current access road at the Siena Park, which is a proper vehicular access of Emergency Vehicular Access standards, to enter the school and pick-up / drop-off students within the school boundary. Three loading/unloading bays will therefore be provided within the school development to facilitate passenger drop-off/pick-up. Besides, school bus waiting bays have been recommended on Siena Avenue to allow better management of the school bus traffic. The school sponsor is prepared to enhance the bus service provided should there be a demand in the future.

(c) By golf carts

Golf carts will be allowed to access the Siena Park and a drop-off point / no waiting zone will be provided within the park area. Students will get off from their golf carts and walk to school using the western footpath of the Siena Park. Alternatively, golf carts can be parked at the golf cart parking lot outside the Siena Club and parents can walk their students to school.

(d) By cycling and walking

Students who opt to cycle or walk will use the western footpath of the Siena Park to access the proposed school.

6. To ensure the safety of the school community, all pedestrians and vehicular flows will be closely monitored, segregated and managed by school traffic wardens. The primary and secondary school sections will start and finish at different times in order to minimise the traffic impact. Besides, service vehicles will access the school during non-peak hours, with all loading and unloading being carried out within the school boundary.

Briefing for the Discovery Bay Residents

7. The school sponsor briefed residents of the arrangements on 6 February 2006. Almost 200 residents attended the briefing. Some residents enquired if the present estate shuttle bus services would be able to cope with the demand from students and teaching staff; whether the additional traffic will adversely affect the traffic flow along the Discovery Bay Road and Siena Avenue and the tranquil environment in Discovery Bay; whether the oval-shaped access road is a proper vehicular access; whether a separate carpark could be made available in another area distant from the school to lessen the traffic at the single-lane oval-shaped access road; if proper pedestrian crossing would be put in place; what kind of measures would be taken to separate different type of road users; and whether the proposed transport arrangements have taken into account adults accompanying their children to school. Some residents also suggested that the school sponsor should use environmentally-friendly school buses and avoid carrying out construction works on Sundays.

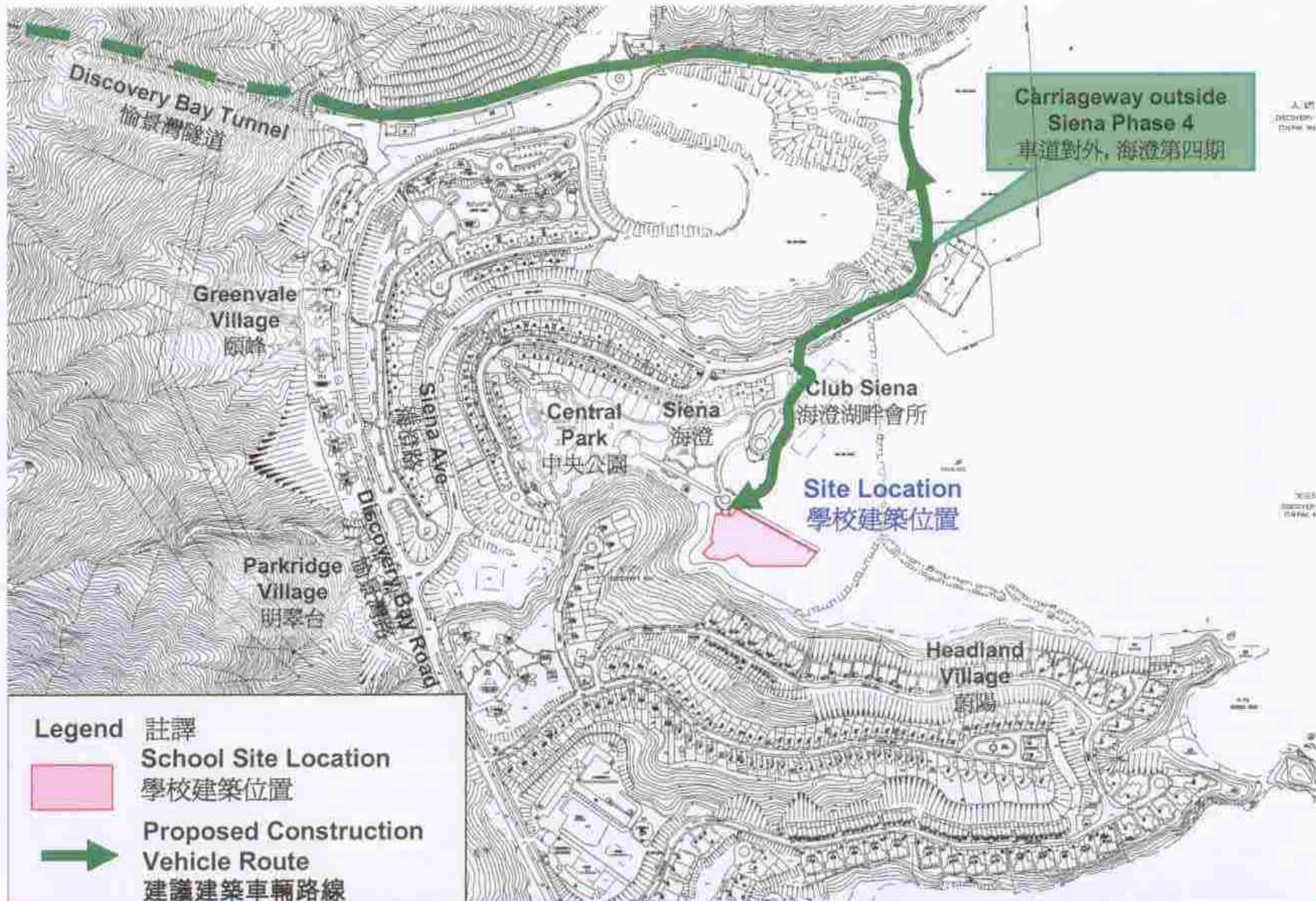
8. The briefing has, to a large extent, addressed the above enquiries. The school sponsor and its consultants took note of residents' constructive comments to further improve the traffic flow and reduce any negative environmental impact. Although the pedestrian impact assessment conducted by the school's consultants indicates that the footpath adjacent to the proposed school development is wide enough to cater for additional walk trips generated by the school, the school sponsor undertook nonetheless to consider the pedestrian / bicycle flows into the school from the surrounding area and make recommendations to improve safety and traffic flow. In considering the pedestrian / bicycle needs at the junction of Siena Avenue and Discovery Bay Road, the school sponsor also undertook to provide additional traffic attendants to ensure student safety if necessary. In addition, both the school sponsor as well as the developer of Discovery Bay undertook to consider enhancing the school bus service and increasing the frequency of the estate shuttle buses respectively if there is a need to do so.

9. We note that many residents are in full support of the school and are looking forward to its early operation. The school sponsor and its consultants will

/continue

continue to liaise closely with the residents with a view to refining the transport arrangements for the safe and sustainable operation of the school. To enhance regular communication, the school sponsor will regularly update Discovery Bay residents and interested parents via its website. The developer of Discovery Bay has also offered to help disseminate the information by way of the "Discovery Bay Community" newsletter.

Education and Manpower Bureau
February 2006



- Legend 註譯**
- School Site Location**
學校建築位置
 - Proposed Construction Vehicle Route**
建議建築車輛路線

Proposed Construction Vehicle Route
建議建築車輛路線

Enclosure A
附件A

Carriageway outside Siena Phase 4
車道對外, 海澄第四期

人: 01
DISCOVERY
DATE: 04

NO. 5
DISCOVERY
DATE: 4



Safety Measures during School Construction
學校建築期間的安全措施

Enclosure B
附件B



Operation of School Bus and Golf Cart during School Operation
學校運作期間校巴及高爾夫球車的運作

Enclosure C
附件C