

立法會

Legislative Council

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Panel on Transport

**Minutes of meeting held on
Friday, 28 May 2010, at 9:45 am
in Conference Room A of the Legislative Council Building**

- Members present** : Hon CHEUNG Hok-ming, GBS, JP (Chairman)
Hon Andrew CHENG Kar-foo (Deputy Chairman)
Hon Miriam LAU Kin-ye, GBS, JP
Hon LI Fung-ying, BBS, JP
Hon Tommy CHEUNG Yu-yan, SBS, JP
Hon WONG Kwok-hing, MH
Hon Ronny TONG Ka-wah, SC
Hon KAM Nai-wai, MH
Hon WONG Sing-chi
Hon IP Wai-ming, MH
Hon LEUNG Kwok-hung
Hon Albert CHAN Wai-yip
- Members absent** : Ir Dr Hon Raymond HO Chung-tai, SBS, S.B.St.J., JP
Hon LAU Kong-wah, JP
Hon Abraham SHEK Lai-him, SBS, JP
Hon LEE Wing-tat
Hon Jeffrey LAM Kin-fung, SBS, JP
Hon Mrs Regina IP LAU Suk-ye, GBS, JP
- Public officers attending** : **Agenda item IV**
Mr YAU Shing-mu
Under Secretary for Transport and Housing

Miss Erica NG
Principal Assistant Secretary for Transport and
Housing

Mr David TO
Assistant Commissioner for Transport / Planning

Mr Harry CHAN
Chief Engineer / Road Safety & Standards
Transport Department

Clerk in attendance : Ms Joanne MAK
Chief Council Secretary (1)2

Staff in attendance : Ms Sarah YUEN
Senior Council Secretary (1)6

Miss Angela LAM
Legislative Assistant (1)5

Action

The Chairman welcomed Mr LEUNG Kwok-hung and Mr Albert CHAN, who had joined the Panel and the Subcommittee on Matters Relating to Railways.

- I Confirmation of minutes**
(LC Paper No. CB(1)1996/09-10 — Minutes of the meeting held on 30 March 2010)
2. The minutes of the meeting held on 30 March 2010 were confirmed.
- II Information papers issued since last meeting**
(LC Paper No. CB(1)1740/09-10(01) — Submission dated 24 April 2010 on the need to release the traffic impact assessment report in connection with Hong Kong Resorts' proposal to allow taxis and buses into Discovery Bay from a member of the public

- LC Paper No. CB(1)1740/09-10(02) — Submission on transport planning from a member of the public
- LC Paper No. CB(1)1740/09-10(03) — Submission on merging the operation of outlying island ferry services with that of the Cross-Harbour Tunnel from Taxi & PLB Concern Group
- LC Paper No. CB(1)1933/09-10(01) — Submission on Hong Kong Resorts' proposal to allow taxis and buses into Discovery Bay from a member of the public
- LC Paper No. CB(1)1933/09-10(02) — Submission complaining about discrimination in the transport policy regarding Ma Wan from a Ma Wan resident
- LC Paper No. CB(1)1961/09-10 — Paper on adjustment to MTR fares in 2010 from MTR Corporation Limited
- LC Paper No. CB(1)1994/09-10(01) — Administration's paper on replacement of tunnel ventilation system in the Cross Harbour Tunnel (Financial proposal to be considered by Finance Committee on 2 July 2010))

3. Members noted the above papers issued since the last meeting.

III Items for discussion at the next meeting scheduled for 25 June 2010

- (LC Paper No. CB(1)1995/09-10(01) — List of outstanding items for discussion
- LC Paper No. CB(1)1995/09-10(02) — List of follow-up actions)

4. Members agreed to discuss the following items at the next regular meeting on Friday, 25 June 2010, at 8:30 am –

- (a) Provision of Traffic and Incident Management System in Transport Department;
- (b) Traffic benefits from the opening of Route 8; and

(c) Safety of franchised bus operation.

5. Members also agreed that a joint meeting would be held with the Panel on Welfare Services to discuss "Concessionary public transport fares for persons with disabilities", and that a special meeting of the Panel would be held to further discuss "Adjustment to MTR fares in 2010".

(Post-meeting note: The joint meeting was subsequently scheduled for Tuesday, 29 June 2010, from 4:30 pm to 5:30 pm. The special meeting would be held on the same day at 5:30 pm or immediately after the joint meeting.)

6. Members noted the letter dated 11 May 2010 from Mrs Regina IP to the Chairman requesting the Panel to include in its list of outstanding items for discussion the improvement works to Kennedy Road necessitated by the construction of Hopewell Centre II.

7. The Chairman commented that the issue highlighted in the letter mainly involved the payment of land premium, which might more appropriately be followed up by the Panel on Development. Ms Miriam LAU opined that the Panel should focus on the examination of government policies and should not deal with individual cases like the one highlighted in the letter. Mr WONG Kwok-hing advised that the case was in fact being followed up by the Secretariat's Complaints Division, Mrs IP could follow up the issue in that forum and, if she was not satisfied with the outcome, she could then request the relevant Panel to follow up the issue. Mr KAM Nai-wai pointed out that the case was related to the policy on the construction of roads by developers for their property development on government land, which could be followed up by the relevant Panel as appropriate.

Clerk 8. The Panel agreed that the above views expressed by members should be relayed to Mrs Regina IP for her consideration.

(Post-meeting note: the Clerk relayed members' views to Mrs Regina IP's office in writing on 3 June 2010.)

IV General improvement measures to existing cycling facilities

- (LC Paper No. CB(1)1995/09-10(03) — Administration's paper on general improvement measures to existing cycling facilities
- LC Paper No. CB(1)1946/09-10 — Information note on facilities of cycle tracks in Hong Kong

LC Paper No. CB(1)2074/09-10	Powerpoint presentation materials provided by the Administration
LC Paper No. CB(1)2073/09-10	Submission from a Peng Chau resident)

9. With the aid of power-point, the Under Secretary for Transport and Housing (USTH) and the Chief Engineer / Road Safety and Standards briefed members on the various measures that were being taken or considered by the Transport Department (TD) to improve existing cycling facilities and to promote cycling safety in Hong Kong.

Cycling safety

10. Mr WONG Kwok-hing stressed the importance of cycling safety, and expressed concern about the high rates of traffic accidents and casualties involving bicycles in Tuen Mun and Yuen Long in 2007, as reported in Annex 4 to the information note on facilities of cycle tracks in Hong Kong [LC Paper No. CB(1)1946/09-10]. On the locations of the cycling blackspots in Yuen Long and Tuen Mun, the Assistant Commissioner for Transport/Planning (AC for T/P) advised that the accidents concerned happened in different spots, and were not related to cycle track design because most occurred on public roads rather than cycle tracks. He said that efforts had been made on various fronts, including cause identification, introduction of improvement measures to existing cycling facilities, public education efforts, etc. In response to Mr WONG's further enquiries, AC for T/P explained that of the yearly overall average of 10 fatal cycling accidents that occurred in Hong Kong from 2005 to 2009, seven involved collision with vehicles on public roads and three happened on pavements, cycling ramps and in subways. At the Chairman's request, AC for T/P agreed to provide to the Panel information on the causes of the cycling fatalities, particularly those in Yuen Long and Tuen Mun.

Admin

11. The Deputy Chairman highlighted the need for measures to enhance cycling safety on public roads in recognition of the increasing use of bicycles as a means of transport in new towns. He suggested that consideration should be given to requiring people cycling on public roads to use safety equipment such as protective helmets. He requested the Administration to provide a breakdown of cycling accidents by those that occurred on public roads and those on cycle tracks, and details on the relevant safety measures adopted by neighbouring countries such as Singapore and Japan.

Admin

12. AC for T/P responded that the Administration was aware of the above developments and needs and planned to conduct a consultancy study (the Consultancy Study) to look into the connectivity of the cycle track networks of the nine existing new towns with a view to linking up isolated segments, so as to reduce the need for cyclists to ride on public roads, thus enhancing cycling

safety. As to the proposed requirement to wear protective helmets when cycling, the Administration had studied overseas practices and considered that the requirement might cause inconvenience to most cyclists who only occasionally cycled on cycle tracks as a recreational activity. It might therefore not be desirable to introduce it as a mandatory requirement. The Administration would however keep developments in this regard under review.

13. Ms LI Fung-ying opined that it would not be sufficient for the relevant publicity and education activities to focus on cycling as a recreational activity on cycle tracks because cycling accidents mainly occurred on public roads. In her view, in response to the increasing use of bicycles as a means of transport in new towns, other road users should be educated on how to help enhance cycling safety. AC for T/P explained that there had been regular cycling safety campaigns jointly organized by the Road Safety Council and District Councils that targeted mainly at users of cycle tracks because they were easily reachable along cycle tracks, whereas TV and radio APIs were used to help convey safe cycling messages to the public, targeting at both cyclists and other road users including drivers. Highlighting recent cycling accidents on public roads, Ms LI called for greater efforts to improve cycling safety on public roads.

14. Mr Albert CHAN commented that efforts should be made to ensure that cyclists would understand the traffic signs and laws applicable to them, so as to prevent them from being inadvertently prosecuted for failing to observe these signs and laws. Ms Miriam LAU added that many cyclists were oblivious of the need to observe traffic laws and commonly jumped red lights. Publicity and education efforts should be geared up to alert cyclists to the need to observe traffic laws and the consequences of non-compliance. AC for T/P responded that it was clearly stipulated in the relevant laws and regulations and the publicity materials that cyclists had to comply with provisions governing cycling. He however shared members' views on the need for greater publicity efforts in this regard and would examine them with the Road Safety Council. The Principal Assistant Secretary for Transport and Housing supplemented that the Council had provisions for promoting road safety and the main theme of its publicity campaign this year was cycling safety. Members' views in this regard would be conveyed to them for consideration.

15. Noting that on average there were about 1 600 cycling accidents a year, which accounted for 11% of the total number of traffic accidents, Ms Miriam LAU expressed concern about Hong Kong's cyclist fatality rate as shown in the powerpoint presentation materials tabled at the meeting, although it was low when compared with other countries. To improve the above situation, she considered it necessary to segregate cycle traffic from vehicular traffic, and indicated support for efforts to ensure the connectivity of the cycle track networks of existing new towns to minimize the need for cyclists to ride on public roads. The Administration noted her views.

Cycle parking facilities

16. Mr WONG Sing-chi highlighted the increasing use of bicycles as a means of transport in the New Territories, especially in remote areas, and stressed the need to ensure the provision of sufficient cycle parking spaces, especially in the vicinity of railway stations, such as the Fanling Station and the Sheung Shui Station where illegal parking of bicycles was serious because of inadequate cycle parking spaces. He called upon the Administration to look into new and innovative cycle parking systems, and to actively tackle the illegal parking of bicycles along major trunk roads to reduce road safety risks so arising in response to residents' complaints. He however cast doubt on the feasibility of the systems presently explored by the Administration, such as double-deck parking systems and automated mechanical parking systems, and urged the Administration to instead consider establishing cycle service teams to help park or handle bicycles for cyclists at major railway stations, and to help manage and ensure order and safety on cycle tracks.

17. AC for T/P undertook to examine Mr WONG Sing-chi's proposal in the context of the Consultancy Study, making reference to overseas experience and the local situation. He further explained that the Administration had been making active efforts to increase the supply of cycle parking spaces by experimenting with new and innovative cycle parking systems, in particular their user-friendliness, and had been taking joint actions to remove illegally parked bicycles with relevant departments, such as the Police, the Lands Department, the Food and Environmental Hygiene Department and the Home Affairs Department. In the past three years, an average of over 200 such actions had been conducted every year, with an average of 9 000 to 10 000 bicycles confiscated annually.

18. While welcoming the improvement measures, Mr Albert CHAN stressed the need to address the problem of inadequate cycle parking spaces not only in the vicinity of cycle tracks but also at major transport interchanges in Mui Wo, Peng Chau and new towns, such as Tung Chung Station of the Airport Express, Tin Shui Wai Station of the West Rail Line, etc. Mr CHAN further opined that the provision of cycle parking spaces, including indoor spaces, should be embodied in the transport policy and be taken into due consideration in the town planning process, so as to ensure that the millions of dollars spent on cycle tracks would not be wasted because of the inadequacy of cycle parking spaces. In this regard, he urged the Administration to make reference to the report on the duty visit of the Panel on Development in March 2008 to study the experiences of Amsterdam and Prague in town planning and urban renewal.

19. USTH responded that to ensure convenience to cyclists, the Consultancy Study would also examine the adequacy and management of cycle parking facilities in existing new towns and recommend necessary

improvement measures. AC for T/P supplemented that the Hong Kong Planning Standards and Guidelines had specified that bicycle parking spaces should be provided in residential developments where proper cycle tracks with direct connection to rail stations were accessible. The following guidelines on the level of bicycle parking provision for these residential developments had also been recommended –

- (a) Within a 0.5-2 km radius of a rail station, one bicycle parking space for every 15 flats with flat size smaller than 70m²; and
- (b) Outside a 2 km radius of a rail station, one bicycle parking space for every 30 flats with flat size smaller than 70m².

Admin Moreover, a designated cycle parking area should be provided at the rail stations where cycle tracks were provided at a rate of 30 bicycle parking spaces per 10 000 population within the 2-km radius of the station. At Mr Albert CHAN's request, the Administration agreed to provide the above guidelines in writing.

20. Ms Miriam LAU opined that the above planning guidelines on the provision of cycle parking spaces could not meet demand in places where the use of bicycle was popular. In her view, instead of just acting according to these planning guidelines, TD should conduct a comprehensive parking demand study for bicycles. In response, AC for T/P said that the demands for cycle parking spaces in different locations varied significantly according to their site-specific characteristics. Thus, the current approach of providing public bicycle parking spaces according to demands and characteristics at each individual site would be a more effective approach.

Progress of relevant works and studies

21. Noting the benefits of plastic collapsible bollards, Ms LI Fung-ying enquired about the timetable for replacing existing steel bollards on cycle tracks with these plastic bollards. AC for T/P responded that the field trials concerned had completed. However, the replacement exercise would take time because firstly, it also involved improvements to lane markings and pedestrian crossings and hence required detailed design for each individual site. Secondly, the number of steel bollards was great totalling over 1 000. Thirdly, there was a need to liaise with the Highways Department on material supply and works scheduling. He however assured members that priority would be given to those busier cycle tracks with a view to replacing all existing steel bollards hopefully within five years, with the exception of those at locations where the steel bollards were considered useful in causing cyclists to stop and dismount (such as at terminating points of cycle tracks and at approaches to carriageway). All steel bollards that were to be retained would

also be painted with reflective white colour, such that they would be more conspicuous to cyclists especially during night time.

22. Mr Ronny TONG questioned why the results of the Consultancy Study would be available only by mid to end 2011. USTH and AC for T/P responded that, because of its wide scope and high complexity, sufficient time was required for conducting the Consultancy Study. To begin with, the Administration would need to ascertain the local supply and demand situation with all the relevant District Councils of the nine new towns concerned. Thereafter, there would be a need to assess the geographical conditions when ascertaining the feasibility of linking up isolated segments, particularly when the linking works would necessitate the provisioning of cycle crossing facilities at traffic light crossings.

23. Mr Ronny TONG enquired about the implementation timetable and target completion date of the comprehensive cycle track network in the New Territories highlighted in the 2009-2010 Policy Address, in particular the section linking Ma On Shan with Sai Kung and Tseung Kwan O, which he regretfully noted was not even shown in the map showing the existing and proposed cycle tracks in the tabled powerpoint presentation materials. USTH and AC for T/P responded that TD was mainly responsible for ensuring the connectivity of cycle tracks in individual new towns but the implementation programme of works in this regard would not be available until details such as the scale of works, the time and costs incurred, were ascertained through the Consultancy Study. As to the linking of the various cycle track networks in different districts, it was under the purview of the Civil Engineering and Development Department and TD would inform them of the suggestion for provision of information on the aforementioned link.

Admin

V Any other business

24. There being no other business, the meeting ended at 10:50 am.