

CONTROLLING OFFICER'S REPLY

TLB018

(Question Serial No. 0266)

Head: (60) Highways Department

Subhead (No. & title): (-) Not Specified

Programme: (1) Capital Projects

Controlling Officer: Director of Highways (YAU Kwok-ting)

Director of Bureau: Secretary for Transport and Logistics

Question:

1. Please provide the detailed construction schedules and estimated expenditures for the following works projects:
 - a) "Tsing Lung Bridge" - It is because the chronic traffic congestion problem on Tuen Mun Road and Ting Kau Bridge can be improved immediately.
 - b) "Improvement of Lion Rock Tunnel" - Not only can the daily traffic bottleneck from Shatin to Kowloon be eliminated, but it will also solve the pressing issue of the Lion Rock Tunnel nearing its service life limit after over 50 years in service. As a result, major incidents can be avoided.
 - c) The "white-to-black" paving works for the road surfaces of Lung Cheung Road/ Ching Cheung Road. It is essential to grasp the traffic opportunities arising from the temporary reduction in traffic flow on these 2 trunk roads after the commissioning of the Central Kowloon Bypass, thereby facilitating the implementation of relevant works.
 - d) The improvement works for the road surface conditions of the "Aberdeen Tunnel and Canal Road Flyover". It is because the severe damage to the existing road surfaces is a constant public concern.

Asked by: Hon BOK Kwok-ming, Aaron (LegCo internal reference no.: 39)

Reply:

1. The details of the relevant work projects are listed as follows:
 - a) Tsing Lung Bridge is an important component of the Route 11 project. The Highways Department (HyD) has gazetted the Route 11 project in accordance with the Roads (Works, Use and Compensation) Ordinance (Chapter 370). The relevant scheme has been authorised. The Route 11 project will be implemented in stages. Review is being conducted to have Tsing Lung Bridge, at the southern section of Route 11 to be constructed first so as to divert traffic from the existing major roads (including the Tuen Mun Road

(Sham Tseng Section) and Ting Kau Bridge), thereby alleviating traffic congestion. The Route 11 project is presently in the investigation stage, and the estimated construction cost can only be confirmed upon the completion of the design works.

- b) The improvement of Lion Rock Tunnel is currently under design stage and its estimated construction cost will be confirmed upon completion of the design works. The Government will continue to review the cost-effectiveness of the project and implement the project in a timely and orderly manner according to priority and urgency.
- c) Lung Cheung Road and Ching Cheung Road are very busy major trunk roads. The HyD has been closely monitoring the road surface conditions in the past and carrying out local repairs on damaged road surface as necessary. However, as repair works on these road sections must generally be completed within a few hours at night, it is very difficult to carry out large-scale concrete pavement repairs that require more time.

With the opening of the Central Kowloon Bypass (Yau Ma Tei Section), the traffic flow on Lung Cheung Road and Ching Cheung Road has decreased. The HyD is currently formulating appropriate temporary traffic arrangements with relevant departments and planning to launch a pilot scheme in this summer to resurface a 500-metre section of concrete pavement on Lung Cheung Road with a new bituminous material known as "Ultra-thin Overlay (UTO)" (i.e. the "white-to-black" resurfacing works) to enhance driving comfort and road surface conditions. Upon confirming the feasibility of the pilot scheme, the HyD will further review the detailed implementation arrangements for the subsequent large-scale, phased resurfacing of Lung Cheung Road and Ching Cheung Road with relevant departments. The estimated construction cost will be confirmed upon the completion of the review.

- d) The HyD is responsible for the maintenance and repair of the public roads and ancillary road facilities under its ambit (including the carriageways of Aberdeen Tunnel and Canal Road Flyover), and has in place a regular road inspection mechanism, through which term contractors are engaged to carry out the relevant works. When damage of road surfaces or ancillary facilities is identified during regular road inspections or reported by the public, the HyD assigns contractors to repair the damage that may pose road safety risks (for instance, accidents may occur when vehicles hit potholes while travelling at high speeds). According to the records of the HyD, all the pothole repair works over the past 3 years have met the HyD's performance pledge and were completed within 48 hours upon receipt of reports.

At present, the HyD arranges for road inspections and maintenance works from time to time during closure periods of the Aberdeen Tunnel at night time. The HyD also engaged consultants to conduct detailed inspections of the Aberdeen Tunnel in October 2025 to analyse the overall structural conditions of the tunnel. The HyD would arrange for repair works of the next stage based on the inspection results. The estimated construction cost will be confirmed upon the completion of the review.

Furthermore, to enhance the driving comfort and improve the overall appearance conditions of the Canal Road Flyover, the HyD is progressively applying a protective surface coating on the Canal Road Flyover. In order to minimise traffic impact on road users, the relevant works are being implemented in phases. The first phase commenced

in September 2025 and was completed in end December the same year. The second phase of the project is expected to commence in the second quarter of 2026 and will be completed in the first quarter of 2027. The total cost for both phases is approximately \$12 million. The HyD will continue to closely monitor the road surface conditions of the Canal Road Flyover and will gradually apply road surface protective coatings at other suitable locations as necessary.

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