

CONTROLLING OFFICER'S REPLY

SV-TLB001

(Question Serial No. SV036)

Head: (60) Highways Department

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

Programme: (2) District and Maintenance Works

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

Director of Bureau: Secretary for Transport and Logistics

Question:

In order to provide sufficient works duration to carry out the relevant works for enhancing the maintenance quality of the road surface of high speed roads to a more reasonable level, what measures do the Government to put in place to improve the maintenance arrangements of the road surface of high speed roads (including the extent and duration of closure of road sections etc.)?

Asked by: Hon CHAN Han-pan

Reply:

The Highways Department (HyD) has in place a regular mechanism for conducting daily inspections of the trunk roads of high speed roads and would arrange for appropriate maintenance works in a timely manner when damages are identified during inspections or being reported by the public. The scope of repair works depends on the wear and tear of road surfaces. For example, the HyD would, in accordance with its performance pledge, complete the repair works of potholes which are generally small in scale, within 48 hours upon receipt of reports. According to the records of the HyD, all repair works of potholes were completed within 24 hours upon receipt of reports in the past two years. Meanwhile, the HyD would closely monitor the overall conditions of different road sections, and at an appropriate juncture, carry out larger scale and preventive resurfacing works for the road sections in need to further improve road surface conditions having regard to factors such as wear and tear of the roads, traffic flow and the surrounding environment. For maintenance duration, the maintenance team would strive to carry out the repair works at night to reduce the traffic impacts caused by the works. Before the commencement of works, the HyD would formulate a comprehensive plan, as well as coordinate thoroughly with the relevant departments on temporary road closure arrangements in a proactive manner and strive for the longest feasible construction durations for the completion of appropriate maintenance works. In this way, not only road safety can be enhanced, but also the smooth operation of high speed roads can be maintained at the same time.

The HyD is currently conducting study on extension of road closure duration for implementation of more comprehensive road repair works for some old road sections. Take

Lung Cheung Road as an example, multiple damages were identified on its concrete surface due to prolonged use. However, since the repair of concrete surface requires road closure for several days for the material to harden, under such circumstances, taking forward the comprehensive road repair works of the relevant road sections without a compatible alternative route would cause serious impacts on nearby traffic. To this end, the HyD can only adopt temporary repair measures for the relevant road sections. In view of this, the HyD is currently planning to take advantage of the traffic diversion effect upon the commissioning of the Central Kowloon Route and grasp the opportunity of the anticipated reduction in traffic flow on Lung Cheung Road, so as to replace the concrete surface by bituminous surface completely. Such arrangement not only significantly increases the maintenance efficiency in the future, but also improves riding comfort. Although the extension of road closure may cause temporary inconvenience to the public, such an arrangement can completely enhance the road quality in the long term. Thus, it is in fact a more sustainable improvement scheme. The HyD has now initiated the interdepartmental collaborative works and discuss with relevant departments (the Transport Department, the Hong Kong Police Force, etc.) the details of implementation scheme.

Besides, the HyD has fully adopted the highly modified bituminous material in road resurfacing works which has better anti-deformation, anti-aging and anti-fatigue performance than the traditional bitumen since 1 April 2025. The HyD adopts the highly modified friction course on road surface of high speed roads because of its characteristics of high water permeability which let the rainwater drain away from the road surface swiftly. It would significantly reduce the opportunity of traffic accident caused by wet and slippery road surface. Furthermore, such material can also reduce the noise generated by tires running over the road surface, resulting in a quieter road environment. The HyD would continue to develop and introduce more durable bituminous materials for road resurfacing works, to improve the quality of road surface and reduce the maintenance frequency, and at the same time creating a better driving environment for drivers.

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