

LEGISLATIVE COUNCIL PANEL ON TRANSPORT

Report on the Progress of the Review of Speed Limit and Installation of Road Markings and Warning Signs at Identified Road Sections

PURPOSE

This paper informs Members of the progress of –

- (a) the speed limit review of the trunk roads and primary distributors in the new towns with speed limit of 50 km/h; and
- (b) installation of road markings and warning signs on the approaches to road tunnels and exits of expressways.

BACKGROUND

2. The Road Traffic Legislation (Amendment)(No.2) Ordinance 2000 revising the penalties for excessive speeding was passed by the Legislative Council on 26 June 2000. The revised penalties are intended to become effective from 1 January 2001.

3. During the discussion of the proposed legislation at the Bills Committee in June 2000, Members raised the following two concerns –

- (a) the speed limit of some trunk roads and primary distributors in the new towns was set at 50 km/h and should be relaxed to 70km/h where possible; and
- (b) there were inadequate warning signs at approaches to road tunnels and exits of expressways alerting drivers of the need to reduce speed when the speed limit changed from 80 km/h or above to 50 km/h.

4. While supporting heavier penalties for excessive speeding offences, the Bills Committee considered that there was a need to review the speed limit of the above road sections and install adequate warning signs before the revised penalties came into effect.

5. In response to the Bills Committee's request, the Administration undertook the following before the commencement of the revised penalties –

- (a) review the speed limit of 15 road sections of trunk roads and primary distributors in the new towns with a current speed limit of 50 km/h as listed in **Annex A**; and
- (b) install additional warning signs and/or road markings at the approaches to road tunnels and exits of expressways listed in **Annex B** to alert drivers of the need to reduce speed before the change to a lower speed limit at the exit slip roads.

REVIEW OF SPEED LIMIT

Review Criteria

6. In reviewing the speed limit of any road sections, ensuring safety of the road users is the primary concern. Relaxation would only be recommended if it would not impair road safety. In carrying out a detailed examination of the speed limit of a road section, the Administration would take into consideration the following factors –

- (a) the accident history of the road section, i.e. the personal injury accident rate of the road section concerned as compared with the figure for the whole territory;
- (b) the geometry and environment of the road section, i.e. the gradient and sightline of the road section concerned, the number of signalised road junctions, and the extent of pedestrian activities, etc.;
- (c) the number of changes in speed limit on a stretch of roads should be minimised. For local hazards, consideration would be given to providing appropriate warning signs rather than lowering the speed limit; and
- (d) the speed under which the majority of drivers of light vehicles during off-peak periods would travel, i.e. the 85th percentile vehicle speed.

Speed Limit Review Working Group

7. The Administration has completed the review of the 15 road sections listed in Annex A and set up a Working Group on Speed Limit Review to deliberate the findings of the review. In addition to Transport Department, the Working Group comprises representatives from the Police, the Hong Kong Automobile Association (HKAA) and the Institute of Advanced Motorists Hong Kong (IAMHK) to benefit from their expert views.

Review Findings

8. Out of the above 15 road sections, road works are being carried out under the West Rail Phase 1 project on the following three road sections –

- (a) Hoi Hing Road;
- (b) Long Yip Street; and
- (c) Yuen Long On Lok Road

9. Given the physical state of the existing road environment, the current speed limit, i.e. 50 km/h, will be maintained for the time being. A speed limit review for these road sections would be carried out after the completion of the road works.

10. For the remaining 12 road sections, the Working Group has deliberated the findings and endorsed that the speed limit of the following four road sections should be relaxed to 70 km/h –

- (a) Ting Kok Road (between Nam Wan Road and Dai Kwai Street) and Yuen Shin Road (between Tai Po Tai Wo Road and Ting Kok Road);
- (b) Wan Po Road (between Chiu Shun Road and Chun Wang Street) – to be implemented after completion of the road improvement works in early 2001;
- (c) Po Hong Road; and
- (d) Tai Chung Kiu Road between (Sha Kok Street and On Lai Street).

11. The Administration would consult the relevant District Councils on the change in speed limits. Subject to no adverse comments received during the subsequent consultation, the revised speed limit will be implemented from November and December this year.

12. The speed limits of the remaining eight road sections are recommended to be retained. The main reason being that the accident records and road environment of these road sections would not allow the relaxation of speed limit to 70 km/h as this would create potential danger to pedestrians and other road users. Details of the results of the speed limit review are at **Annex C**.

PROGRESS OF PROVISION OF ADDITIONAL WARNING SIGNS AND ROAD MARKINGS

13. All the additional warning sign and road marking works as referred to in paragraph 5(b) have been completed. Details of the works done are shown in **Annex D**.

COMMENCEMENT NOTICE

14. We intend to gazette the Commencement Notice for the Road Traffic Legislation (Amendment) (No.2) Ordinance 2000 shortly to appoint 1 January 2001 as the day on which the Ordinance shall come into operation.

Government Secretariat
Transport Bureau
24 October 2000

**Trunk Roads and Primary Distributors in the New Towns
with Speed Limit of 50 km/h**

1. Texaco Road
2. Hoi Hing Road
3. Long Yip Street
4. Yuen Long On Lok Road
5. Wang Tat Road
6. Ma Wang Road
7. Ting Kok Road between Nam Wan Road and Dai Kwai Road
8. Wan Po Road
9. Po Hong Road
10. Po Shun Road (near junction of Tseung Kwan O Tunnel Road)
11. Ma On Shan Road (Heng On Estate to Hang Hong Street)
12. Ma On Shan Road (Hang Hong Street to Sai Sha Road)
13. Sai Sha Road (Kam Ying Road to Hang Hong Road)
14. Tai Chung Kiu Road
15. Tai Po Road (Tai Wai Section)

**Provision of additional warning signs and road markings
on approaches to road tunnels and exits of expressways**

- (a) Island Eastern Corridor
- (b) West Kowloon Highway
- (c) Kwun Tong Bypass
- (d) Tolo Highway
- (e) Fanling Highway
- (f) Shatin Road
- (g) Tai Po Road (Shatin Race Course Section)
- (h) San Tin Highway
- (i) Yuen Long Highway
- (j) Route 3 (Country Park Section)
- (k) Ting Kau Bridge
- (l) Lantau Link
- (m) North Lantau Highway
- (n) Tuen Mun Road
- (o) Tsuen Wan Road
- (p) Tsing Kwai Highway
- (q) Tate's Cairn Tunnel Road
- (r) Ma On Shan Road
- (s) Lion Rock Tunnel Road
- (t) Tai Po Road (Shatin Section)
- (u) Sha Lek Highway
- (v) Shing Mun Tunnel Road

A Summary of the Speed Limit Review Results

Factors taken into consideration -

- (a) the accident history of the road section (the average territory personal injury accident rate is 1.88 per million vehicle-kilometre);
- (b) the geometry and environment of the road section;
- (c) the number of changes in speed limit on a stretch of road should be minimized. The length of road section under consideration should not be less than 1 km; and
- (d) the speed under which the majority of drivers of light vehicles during off-peak periods would travel, i.e. the 85th percentile vehicle speed.

No.	Road Sections	Decision	Justifications
1	Texaco Road	50 km/h to be retained.	<ul style="list-style-type: none"> (a) Although the personal injury accident rate for the past 12 months was 0.68 per million veh-km, there were three serious/fatal head-on collisions between 1.1.99 and 31.7.00. (b) The design standards of the elevated section were only up to 50 km/h. (c) The 85th percentile speeds were 60-61 km/h.
2	Hoi Hing Road	50 km/h to be retained.	<ul style="list-style-type: none"> (a) Roadworks are being carried out under the West Rail project. (b) The speed limit will be reviewed after completion of the project.
3	Long Yip Street		
4	Yuen Long On Lok Road		

No.	Road Sections	Decision	Justifications
5	Wang Tat Road	50 km/h to be retained.	<p>(a) The personal injury accident rate of these two roads for the past 12 months was 2.38 per million veh-km which is higher than the territory average of 1.88.</p>
6	Ma Wang Road		<p>(b) Pedestrian activities are heavy with 6 signalised junctions/crossings and 5 priority junctions with at-grade pedestrian movements.</p> <p>(c) The 85th percentile speeds of the two roads were 64 km/h.</p>
7	Ting Kok Road (between Nam Wan Road and Dai Kwai Street)	Ting Kok Road and Yuen Shin Road between Tai Po Tai Wo Road and Ting Kok Road to be raised to 70 km/h.	<p>(a) The personal injury accident rate for the past 12 months on Ting Kok Road and Yuen Shin Road were 0.9 and 0.45 per million veh-km respectively.</p> <p>(b) These roads are just outside the urban environment with less pedestrian activity.</p> <p>(c) The 85th percentile speeds were 59 and 65 km/h respectively for these two road sections.</p>

No.	Road Sections	Decision	Justifications
8	Wan Po Road	Wan Po Road between Chiu Shun Road and Chun Wang Street to be raised to 70 km/h after improvement works in early 2001.	<p>(a) The personal injury accident rate for the past 12 months was 1.25 per million veh-km which is lower than the territory average of 1.88.</p> <p>(b) The road section between Chiu Shun Road and Chun Yat Street will be upgraded to dual 2-lane standard, and the road section between Chun Yat Street and Chun Wan Street located adjacent to the industrial estate has recently been improved to dual 2-lane standard. The road environment is suitable for vehicles travelling at 70 km/h.</p> <p>(c) The section between Po Shun Road and Chiu Shun Road is affected by MTR roadworks. Review of the speed limit at that particular section will be carried out after completion of the works.</p>
9	Po Hong Road	To be raised to 70 km/h.	<p>(a) The personal injury accident rate for the past 12 months was 0.5 per million veh-km.</p> <p>(b) The road section is outside the town centre with little pedestrian activity.</p> <p>(c) The 85th percentile speeds were 58-65 km/h.</p>

No.	Road Sections	Decision	Justifications
10	Po Shun Road (near junction of Tseung Kwan O Tunnel Road)	50 km/h to be retained.	<p>(a) The road section under review included two approach road sections and a large roundabout. The personal injury accident rate for the past 12 months was 1.91 per million veh-km. The roundabout was a traffic black spot with 19 accidents occurring in the past 12 months.</p> <p>(b) The construction of a grade-separated interchange to replace the existing roundabout would commence in early 2001. After completion of the interchange, another review would be conducted.</p> <p>(c) The 85th percentile speeds were 41-51 km/h.</p>

No.	Road Sections	Decision	Justifications
11	Ma On Shan Road (Heng On Estate to Hang Hong Street)	50 km/h to be retained.	<p>(a) The personal injury accident rate for the past 12 months was 3.92 per million veh-km which is significantly higher than the territory average of 1.88.</p> <p>(b) The road section falls within the boundary of Trunk Road T7 project which is scheduled to commence in December 2000 for completion in 2004. A review on the speed limit will be carried out afterwards in the light of the change in road environment.</p>
12	Ma On Shan Road (Hang Hong Street to Sai Sha Road)	50 km/h to be retained.	<p>(a) The personal injury accident rate for the past 12 months was 2.61 per million veh-km which is higher than the territory average of 1.88.</p> <p>(b) The road section runs through Ma On Shan town centre with residential developments on both sides. There are three signalized junctions and one at-grade crossing with a lot of pedestrian activities.</p>

No.	Road Sections	Decision	Justifications
13	Sai Sha Road (Kam Ying Road to Hang Hong Road)	50 km/h to be retained.	<p>(a) The personal injury accident rate for the past 12 months was 6.24 per million veh-km which is significantly higher than the territory average of 1.88.</p> <p>(b) The road section runs through Ma On Shan town centre. There are a lot of pedestrian activities at the three at-grade crossings.</p>
14	Tai Chung Kiu Road	Tai Chung Kiu Road between Sha Kok Street and On Lai Street to be raised to 70 km/h.	<p>(a) The personal injury accident rate was 1.08 per million veh-km.</p> <p>(b) All pedestrian crossings along the road section are grade-separated crossings.</p> <p>(c) The 85th percentile speeds were 65-66 km/h.</p>

No.	Road Sections	Decision	Justifications
15	Tai Po Road (Tai Wai Section)	50 km/h to be retained.	<p>(a) The personal injury accident rate for the past 12 months was 0.9 per million veh-km. At-grade crossing facilities are provided at the junction of Tai Po Road and Lower Shing Mun Road. Also, there are closely spaced signalised junctions, substandard horizontal road bends near Lower Shing Mun Road and many merging and diverging movements associated with the existing slip roads to/from Shing Mun Tunnel Road.</p> <p>(b) Jaywalking is common at the junctions leading to Tung Lo Wan Hill and Chung Ling Road.</p> <p>(c) The road section would be modified due to construction of Trunk Road T3 and Route 9 in 2002. A further review will be conducted after completed of the road works.</p>

Progress of Provision of Additional Warning Signs and Road Markings

Hong Kong Island

(a) Yellow bar markings at tunnel toll plaza

Tunnel	Progress
Aberdeen Tunnel	Transverse yellow bar markings have been painted between the southern portal of the tunnel and the toll plaza.

(b) Warning signs and markings at expressway slip roads

Expressway	Progress
Island Eastern Corridor	Works completed.

Kowloon

(a) Yellow bar markings at tunnel toll plaza

Tunnel	Progress
Tseung Kwan O Tunnel	Transverse yellow bar markings have been painted on the approach to the toll plaza.

(b) Warning signs and markings at expressway slip roads

Expressway	Progress
West Kowloon Highway and Kwun Tong Bypass	Works completed.

NT East

(a) Yellow bar markings at tunnel toll plaza

Tunnel	Progress
Lion Rock Tunnel	Transverse yellow bar markings are already provided at the approach to the toll plaza.
Tate's Cairn Tunnel	Completed.

(b) Warning signs and markings at expressway slip roads

Expressway	Progress
Tolo Highway, Fanling Highway, Shatin Road, Tai Po Road (Shatin Race Course Section), Ma On Shan Road, Tai Po Road (Shatin Section) and Sha Lek Highway	All completed.

NT West

(a) Yellow bar markings at tunnel toll plaza

Tunnel	Progress
Tai Lam Tunnel	Transverse yellow bar markings are already provided at the approach to the toll plaza.
Shing Mun Tunnel	Completed.

(b) Warning signs and markings at expressway slip roads

Expressway	Progress
San Tin Highway, Yuen Long Highway, Route 3 (CPS), Lantau Link, Ting Kau Bridge, North Lantau Highway, Tsuen Wan Road, Cheung Tsing Highway, Tsing Kwai Highway and Tuen Mun Road	All completed.