

LEGISLATIVE COUNCIL PANEL ON TRANSPORT

Progress Report of Speed Limit Review 2001

PURPOSE

This paper sets out the progress of the speed limit review exercise conducted since late 2000 for Members' information.

BACKGROUND

2. At the meeting of the Legislative Council (LegCo) Panel on Transport held on 27 October 2000, Members noted that the speed limit of the following four road sections would be relaxed from 50 km/h 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) Tai Chung Kiu Road (between Sha Kok Street and On Lai Street);
- (c) Po Hong Road; and
- (d) Wan Po Road (between Chiu Shun Road and Chun Yat Street).

3. The speed limit of the road sections in (a), (b) and (c) was subsequently relaxed in January 2001 and that in (d) in February 2001.

4. The review on the speed limit of trunk roads and primary distributors is conducted on a regular basis. In response to Members' request, the Administration undertook to provide Members with a progress report on the review on an annual basis.

REVIEW OF SPEED LIMIT

5. Since late 2000, the Administration has examined a total of 53 road sections of trunk roads and primary distributors with a speed limit of 50 km/h or 70 km/h as detailed in **Annex A**. The list includes 10 road sections with a speed limit of 50 km/h and 43 road sections with a speed limit of 70 km/h.

Review Criteria

6. In reviewing the speed limit of any road sections, ensuring the safety of the road users is the primary concern. Relaxation would only be recommended if road safety would not be impaired. As in the previous review exercise, the Administration would take into consideration the following factors in carrying out detailed examination of the speed limit of a road section -

- (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 road 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 set up a Working Group on Speed Limit Review (the Working Group) to deliberate the findings of the review. In addition to representatives from Transport Department, the Working Group also comprises representatives from the Police, the Hong Kong Automobile Association and the Institute of Advanced Motorists Hong Kong to benefit from their expert views. Recommendations of the Working Group are set out in the ensuing paragraphs.

Review Findings

(a) Relaxation of speed limit

8. With the endorsement of the Working Group and relevant District Councils, the speed limit of the following five road sections has been raised from 50km/h to 70 km/h in end 2000 and the first half of 2001 -

- (a) Castle Peak Road (between Tai Wo Interchange and Yip Shing Street);
- (b) Hoi On Road;
- (c) Hung Hom Road (between Hung Luen Road and Hung Hom Bypass);
- (d) Hung Hom Bypass (between Salisbury Road and Hung Hom Road); and
- (e) Kwun Tong Road (between Hong Tak Road and Ngau Tau Kok Road).

9. The Working Group also endorsed that the speed limit of the following four road sections be raised to 70 km/h or 80 km/h in early 2002 subject to the comments of relevant District Councils -

- (a) Tai Po Tai Wo Road (between On Cheung Road and Yuen Shin Road) – to be relaxed from 50 km/h to 70 km/h;
- (b) Western Harbour Tunnel – to be relaxed from 70 km/h to 80 km/h;
- (c) Elevated section of Route 7 (between Central District and Shek Tong Tsui) – to be relaxed from 70 km/h to 80 km/h; and
- (d) Western Harbour Crossing northbound (between toll plaza and West Kowloon Highway) – to be relaxed from 70 km/h to 80 km/h.

(b) Downward adjustment of speed limit

10. The Working Group noted that Pokfulam Road between Chi Fu Road and Victoria Road, currently with a speed limit of 70 km/h, had consistently recorded a traffic accident rate much higher than the territory average in the past few years. It was also noted that the speed limit in the vicinity of the signalised junction with Victoria Road was 50km/h and the need for reducing speed when approaching the signalized junction presented a sightline problem for motorists. The Working Group therefore recommended that the speed limit of Pokfulam Road between Chi Fu Road and Victoria Road be adjusted downward from 70 km/h to 50 km/h to address the problems of high personal injury accident rates and frequent changes of speed limits within a short section of road. The adjustment was implemented in January 2002.

(c) *Speed limit to be retained*

11. Of the remaining road sections covered in the review, road works are being or would be carried out on the following six road sections –

- (a) Yuen Shin Road from Tai Po Tai Wo Road to Tolo Highway;
- (b) Hung Tin Road;
- (c) Tin Ying Road;
- (d) Tin Wah Road;
- (e) Tin Tsz Road; and
- (f) Long Tin Road.

12. Given the physical state of the existing road environment, their current speed limit, i.e. 70 km/h, will be maintained for the time being. The Administration will carry out review for these road sections upon completion of the concerned road works.

13. The speed limits of the remaining 37 road sections are also recommended to be retained taking into account their accident records, road environment, prevailing vehicle speeds, and potential danger to pedestrians and other road users arising from relaxation of the speed limit.

14. Details of the results of the speed limit review are at **Annex B**.

PROPOSED SPEED LIMIT ROAD MARKINGS

15. On the advice of the Working Group, the Administration has carried out a trial laying of speed limit road markings (sample drawing at **Annex C**) in addition to the existing warning signs at the following four locations to alert drivers of the need to reduce speed before the change to a lower speed limit -

- (a) Man Po Street eastbound near the elevated walkway from Central;
- (b) Kwun Tong Road eastbound near Ngau Tau Kok Estate no. 1;
- (c) Shing Mun Tunnel Road Shatin bound slip road to Tai Wai; and
- (d) Castle Peak Road – Kwai Chung Section Kowloon bound near the slip road to Wah Yuen Chuen.

16. The general feedback on the speed limit road markings received so far was positive. Many drivers were observed to slow down on seeing the road markings. The Working Group therefore recommended extension of the laying of such road markings to other locations. The Administration is planning to lay speed limit road markings at all entry points to urban areas from urban fringe areas where changes to the speed limit are involved by end 2002. Consideration will be given to further extension of the programme after reviewing drivers' general feedback.

WAY FORWARD

17. The Administration will continue to conduct speed limit review exercise on a regular basis and install additional warning signs and/or road markings to alert drivers as appropriate.

Transport Bureau
Government Secretariat
TRAN 3/9/21
19 February 2002

**Trunk Roads and Primary Distributors
with a Speed Limit of 50km/h or 70 km/h
Included in the Speed Limit Review in 2001**

(A) Speed Limit of 50 km/h

No.	Road Sections
Hong Kong Island	
1.	Gloucester Road (Westbound between Cannon Street and Tonnochy Road)
2.	Victoria Park Road (Westbound between Cannon Street and Island East Corridor)
3.	Pokfulam Road (between Pokfulam Garden and Victoria Road)
Kowloon	
4.	Kwun Tong Road (between Hong Tak Road and Ngau Tau Kok Road)
5.	Hung Hom Road (between Hung Luen Road and Hung Hom Bypass)
6.	Hung Hom Bypass (between Salisbury Road and Hung Hom Road)
New Territories East	
7.	Sai Sha Road (between Nai Chung and Tai Mong Tsai Road)
8.	Tai Po Tai Wo Road (between On Cheung Road and Yuen Shin Road)
New Territories West	
9.	Castle Peak Road (between Tai Wo Interchange and Yip Shing Street)
10.	Hoi On Road

(B) Speed Limit of 70 km/h

No.	Road Sections
Hong Kong Island	
1.	Island Eastern Corridor
2.	Shek Pai Wan Road from Victoria Road to Aberdeen Praya Road
3.	Gloucester Road Eastbound between Arsenal Street to Victoria Park Road
4.	Victoria Park Road Eastbound between Gloucester Road to Hing Fat Street
5.	Gloucester Road Westbound between Marsh Road and Arsenal Street
6.	Cross Harbour Tunnel
7.	Aberdeen Tunnel
8.	Eastern Harbour Tunnel
9.	Western Harbour Tunnel
10.	Elevated Section of Route 7 (between Central District and Shek Tong Tsui)
11.	Pokfulam Road between Chi Fu Road and Victoria Road

Kowloon	
12.	Lung Cheung Road between Ching Cheung Road and Lion Rock Tunnel
13.	Lung Cheung Road between Chuk Yuen Road and Hammer Hill Road Interchange
14.	Ching Cheung Road between Lai Chi Kok Bridge and Lung Cheung Road
15.	West Kowloon Corridor from Cheung Lai Street to Ferry Street
16.	West Harbour Crossing between toll plaza to Western Kowloon Highway Northbound
17.	Ferry Street Flyover Northbound from Chatham Road South to Princess Margaret Road
18.	Princess Margaret Road from Pui Ching Road to Hong Chong Road
New Territories East	
19.	Yuen Shin Road from Tai Po Tai Wo Road to Tolo Highway
20.	Sai Sha Road from Hang Hong Street to Tate's Cairn Highway
21.	Tseung Kwan O Tunnel Road from tunnel portal to about 250m from Tseung Kwan O Tunnel Road roundabout
22.	Tai Po Road from near Golden Hill Road to near Woodcrest
23.	Tate's Cairn Highway from toll plaza to Siu Lek Yuen Road
24.	Tai Po Road from Tai Po Au to Kau To Shan
25.	Jockey Club Road from Lok Yip Street to Yat Ming Road
26.	Sha Tau Kok Road from Ha Wo Hang to Sha Tau Kok
27.	Po Shun Road from Po Ning Road to Tiu Keng Leng
28.	Wan Po Road from Po Shun Road to Chun Wang Street
29.	Fan Kam Road (between Kam Tin Road and Ta Shek Wu)
30.	Clear Water Bay Road from New Clear Water Bay Road to Pik Uk
31.	Clear Water Bay Road Westbound from Hiram's Highway to Pik Uk
32.	Hiram's Highway Southbound from Nam Wai to Cheng Chik Chee Secondary School
New Territories West	
33.	Tuen Mun Road between Wong Chu Road and Castle Peak Road – Lam Tei
34.	Hung Tin Road
35.	Tin Ying Road
36.	Tin Wah Road
37.	Tin Tsz Road
38.	Long Tin Road
39.	Tuen Mun Road between Tsuen Wan and Sham Tseng
40.	Tsuen Wan Road
41.	Castle Peak Road between Tai Lam and Tsing Yung Street
42.	Castle Peak Road between Lam Tei and Ping Shan
43.	Castle Peak Road between Au Tu Interchange to Sha Po Tsuen

Summary of the Results of the Speed Limit Review in 2001

(A) Speed Limit of 50km/h

No.	Road Sections	Decision	Justifications
Hong Kong Island			
1.	Gloucester Road (Westbound between Cannon Street and Tonnochy Road)	50km/h to be retained	<ul style="list-style-type: none"> - Although the personal injury accident rate was 0.74 per million veh-km, traffic accidents involving vehicle damage only occurred almost daily. - The 85th percentile vehicle speed was below 63km/h in eastbound and 66km/h in westbound outer lanes. - Complex slip road arrangements and change lane facilities make the road sections unsuitable for relaxation to speed limit of 70 km/h.
2.	Victoria Park Road (Westbound between Cannon Street and Island East Corridor)	50km/h to be retained	
3.	Pokfulam Road (between Pokfulam Garden and Victoria Road)	50km/h to be retained	<ul style="list-style-type: none"> - High personal injury accident rate of 4.6 per million veh-km. - Despite measures implemented by the Administration to improve the road conditions, steep gradient and unsatisfactory sightline still render the road section unsuitable for relaxation.

Note :

1. The personal injury accident rates for individual road sections quoted in this Annex were estimated on the basis of a 12-month period prior to the respective reviews.
2. Figures on the territory wide average of personal injury accident rate per million vehicle-kilometre in 2001 are being compiled. The following 2000 figures for various types of roads have therefore been adopted as reference points -

Expressway	0.34 per million vehicle-kilometre
Tunnel	0.14 per million vehicle-kilometre
Other Roads	1.79 per million vehicle-kilometre

No.	Road Sections	Decision	Justifications
Kowloon			
4.	Kwun Tong Road (between Hong Tak Road and Ngau Tau Kok Road)	Relaxed from 50km/h to 70km/h on 27.4.2001	<ul style="list-style-type: none"> - Low personal injury accident rate of 0.63 per million veh-km. - The 85th percentile vehicle speeds were 58 to 62 km/h. - No at grade crossing at the road section.
5.	Hung Hom Road (between Hung Luen Road and Hung Hom Bypass)	Relaxed from 50km/h to 70km/h on 30.3.2001	<ul style="list-style-type: none"> - No accident record. - Dual carriageway with good road conditions suitable for vehicles travelling at 70km/h.
6.	Hung Hom Bypass (between Salisbury Road and Hung Hom Road)	Relaxed from 50km/h to 70km/h on 30.3.2001	
New Territories East			
7.	Sai Sha Road (between Nai Chung and Tai Mong Tsai Road)	50km/h to be retained	<ul style="list-style-type: none"> - High personal injury accident rate of 2.9 per million veh-km. - The 85th percentile vehicle speeds were 60-65km/h.
8.	Tai Po Tai Wo Road (between On Cheung Road and Yuen Shin Road)	To be relaxed from 50km/h to 70km/h	<ul style="list-style-type: none"> - Low personal injury accident rate of 0.67 per million veh-km. - The 85th percentile vehicle speeds were 67-70km/h. - No at grade crossing at the road section.

Note :

1. The personal injury accident rates for individual road sections quoted in this Annex were estimated on the basis of a 12-month period prior to the respective reviews.
2. Figures on the territory wide average of personal injury accident rate per million vehicle-kilometre in 2001 are being compiled. The following 2000 figures for various types of roads have therefore been adopted as reference points -

Expressway	0.34 per million vehicle-kilometre
Tunnel	0.14 per million vehicle-kilometre
Other Roads	1.79 per million vehicle-kilometre

No.	Road Sections	Decision	Justifications
New Territories West			
9.	Castle Peak Road (between Tai Wo Interchange and Yip Shing Street)	Relaxed from 50km/h to 70km/h on 29.12.2000	<ul style="list-style-type: none"> - Low personal injury accident rate of 0.41 per million veh-km. - The 85th percentile speeds were 61-67km/h. - High standard dual carriageway and straight road section suitable for vehicles travelling at 70km/h.
10.	Hoi On Road	Relaxed from 50km/h to 70km/h on 1.1.2001	<ul style="list-style-type: none"> - Low personal injury accident rate of 0.97 per million veh-km. - The 85th percentile vehicle speed was 75km/h. - A straight dual 2-lane with good road conditions suitable for vehicles travelling at 70km/h. - No pedestrian activity at the road section.

Note :

1. The personal injury accident rates for individual road sections quoted in this Annex were estimated on the basis of a 12-month period prior to the respective reviews.
2. Figures on the territory wide average of personal injury accident rate per million vehicle-kilometre in 2001 are being compiled. The following 2000 figures for various types of roads have therefore been adopted as reference points -

Expressway	0.34 per million vehicle-kilometre
Tunnel	0.14 per million vehicle-kilometre
Other Roads	1.79 per million vehicle-kilometre

(B) Speed Limit of 70km/h

No.	Road Sections	Decision	Justifications
Hong Kong Island			
1.	Island Eastern Corridor	70km/h to be retained and reviewed upon completion of road projects	<ul style="list-style-type: none"> - High personal injury accident rate of 1.04 per million veh-km. - Road widening project is underway. Review will be carried out upon completion of the project.
2.	Shek Pai Wan Road from Victoria Road to Aberdeen Praya Road	70km/h to be retained	<ul style="list-style-type: none"> - Low personal injury accident rate of 0.58 per million veh-km. - The 85th percentile vehicle speeds were 63-65km/h. - The road section has several bends with steep gradient making it unsuitable for relaxation.
3.	Gloucester Road Eastbound between Arsenal Street to Victoria Park Road	70km/h to be retained	<ul style="list-style-type: none"> - Although the personal injury accident rates for the three road sections were 0.78, 0.45 and 0.25 per million veh-km respectively, traffic accidents involving vehicle damage only occurred almost daily. - There are several bus stops on the road sections. Vehicles merging from side roads result in heavy weaving activities.
4.	Victoria Park Road Eastbound between Gloucester Road to Hing Fat Street	70km/h to be retained	
5.	Gloucester Road Westbound between Marsh Road and Arsenal Street	70km/h to be retained	

Note :

1. The personal injury accident rates for individual road sections quoted in this Annex were estimated on the basis of a 12-month period prior to the respective reviews.
2. Figures on the territory wide average of personal injury accident rate per million vehicle-kilometre in 2001 are being compiled. The following 2000 figures for various types of roads have therefore been adopted as reference points -

Expressway	0.34 per million vehicle-kilometre
Tunnel	0.14 per million vehicle-kilometre
Other Roads	1.79 per million vehicle-kilometre

No.	Road Sections	Decision	Justifications
6.	Cross Harbour Tunnel	70km/h to be retained	- High personal injury accident rate of 0.39 per million veh-km.
7.	Aberdeen Tunnel	70km/h to be retained	- High personal injury accident rate of 0.32 per million veh-km.
8.	Eastern Harbour Tunnel	70km/h to be retained	- The accident rate of 0.12 per million veh-km was close to territory average of 0.14 per million veh-km. - The 85 th percentile vehicle speed was 74km/h which did not support further relaxation.
9.	Western Harbour Tunnel	To be relaxed from 70km/h to 80km/h	- Low personal injury accident rate of 0.03 per million veh-km. - The 85 th percentile vehicle speeds were 78.8-81.2km/h. - Good geometry. The tunnel has two tubes each carrying 3 traffic lanes in one direction.
10.	Elevated Section of Route 7 between Central District and Shek Tong Tsui	To be relaxed from 70km/h to 80km/h	- Low personal injury accident rate of 0.19 per million veh-km. - Good road conditions suitable for vehicles travelling at 80km/h.

Note :

1. The personal injury accident rates for individual road sections quoted in this Annex were estimated on the basis of a 12-month period prior to the respective reviews.
2. Figures on the territory wide average of personal injury accident rate per million vehicle-kilometre in 2001 are being compiled. The following 2000 figures for various types of roads have therefore been adopted as reference points -

Expressway	0.34 per million vehicle-kilometre
Tunnel	0.14 per million vehicle-kilometre
Other Roads	1.79 per million vehicle-kilometre

No.	Road Sections	Decision	Justifications
11	Pokfulam Road between Chi Fu Road and Victoria Road	Reduced from 70km/h to 50km/h on 11.1.2002	<ul style="list-style-type: none"> - High personal injury accident rate of 2.25 per million veh-km. - The speed limit in the vicinity of the signalized junction with Victoria Road is 50km/h. The need for reducing speed when approaching the signalized junction presented sightline problem for motorists. - The adjustment has also addressed the problem of frequent changes of speed limits within a short section of road which is undesirable.

Note :

1. The personal injury accident rates for individual road sections quoted in this Annex were estimated on the basis of a 12-month period prior to the respective reviews.
2. Figures on the territory wide average of personal injury accident rate per million vehicle-kilometre in 2001 are being compiled. The following 2000 figures for various types of roads have therefore been adopted as reference points -

Expressway	0.34 per million vehicle-kilometre
Tunnel	0.14 per million vehicle-kilometre
Other Roads	1.79 per million vehicle-kilometre

No.	Road Sections	Decision	Justifications
Kowloon			
12.	Lung Cheung Road between Ching Cheung Road and Lion Rock Tunnel	70km/h to be retained	<ul style="list-style-type: none"> - The personal injury accident rate of the three road sections were 0.42, 0.78 and 0.58 per million veh-km for road sections no. 12, 13 and 14 respectively. - The 85th percentile speeds were 66-68 km/h, 65-72 km/h and 74-76km/h respectively. - High usage by heavy and container vehicles which are required to travel at a maximum speed not exceeding 70 km/h. The raising of the speed limit may encourage the light vehicles to overtake the heavy vehicles, posing danger to road users. - Relaxation of speed limit is considered not suitable for the downhill sections of roads. - Relaxation will also result in frequent changes of speed limits along Ching Cheung Road and Lung Cheung Road which is undesirable.
13.	Lung Cheung Road between Chuk Yuen Road and Hammer Hill Road Interchange	70km/h to be retained	
14.	Ching Cheung Road between Lai Chi Kok Bridge and Lung Cheung Road	70km/h to be retained	

Note :

1. The personal injury accident rates for individual road sections quoted in this Annex were estimated on the basis of a 12-month period prior to the respective reviews.
2. Figures on the territory wide average of personal injury accident rate per million vehicle-kilometre in 2001 are being compiled. The following 2000 figures for various types of roads have therefore been adopted as reference points -

Expressway	0.34 per million vehicle-kilometre
Tunnel	0.14 per million vehicle-kilometre
Other Roads	1.79 per million vehicle-kilometre

No.	Road Sections	Decision	Justifications
15.	West Kowloon Corridor from Cheung Lai Street to Ferry Street	70km/h to be retained	<ul style="list-style-type: none"> - Low personal injury accident rate of 0.69 per million veh-km. - There are strong environmental concerns, in particular the traffic noise nuisance to the residential premises in the vicinity of West Kowloon Corridor. Relaxation will worsen the situation.
16.	West Harbour Crossing between toll plaza to Western Kowloon Highway Northbound	To be relaxed from 70km/h to 80km/h	<ul style="list-style-type: none"> - Low personal injury accident rate of 0.06 per million veh-km. - Relaxation will also address the problem of frequent changes of speed limits from West Harbour Crossing to West Kowloon Highway.
17.	Ferry St Flyover from Ferry St to Gascoign Road Flyover	70km/h to be retained	<ul style="list-style-type: none"> - Moderate personal injury accident rate of 0.98 per million veh-km. - There are strong environmental concerns, in particular the traffic noise nuisance to the residential premises in the vicinity of Ferry Street Flyover. Relaxation will worsen the situation.

Note :

1. The personal injury accident rates for individual road sections quoted in this Annex were estimated on the basis of a 12-month period prior to the respective reviews.
2. Figures on the territory wide average of personal injury accident rate per million vehicle-kilometre in 2001 are being compiled. The following 2000 figures for various types of roads have therefore been adopted as reference points -

Expressway	0.34 per million vehicle-kilometre
Tunnel	0.14 per million vehicle-kilometre
Other Roads	1.79 per million vehicle-kilometre

No.	Road Sections	Decision	Justifications
18.	Princess Margaret Road from Pui Ching Road to Hong Chong Road	70km/h to be retained	<ul style="list-style-type: none"> - The personal injury accident rate was 1.75 per million veh-km which was close to the territory average. - There are a number of frontage accesses and petrol stations along the road. Relaxation may give rise to safety problems.
New Territories East			
19.	Yuen Shin Road from Tai Po Tai Wo Road to Tolo Highway	70km/h to be retained and reviewed upon the completion of road project	<ul style="list-style-type: none"> - Moderate personal injury accident rate of 0.89 per million veh-km. - The 85th percentile speeds were 73-77 km/h. - Tolo Highway Widening Project is underway. Review will be conducted upon completion of the project.
20.	Sai Sha Road from Hang Hong Street to Tate's Cairn Highway	70km/h to be retained	<ul style="list-style-type: none"> - Moderate personal injury accident rate of 0.77 per million veh-km. - The 85th percentile speeds were 66-68 km/h. - The road section has a number of closely spaced signalized junctions with pedestrian crossings of high pedestrian flow.

Note :

1. The personal injury accident rates for individual road sections quoted in this Annex were estimated on the basis of a 12-month period prior to the respective reviews.
2. Figures on the territory wide average of personal injury accident rate per million vehicle-kilometre in 2001 are being compiled. The following 2000 figures for various types of roads have therefore been adopted as reference points -

Expressway	0.34 per million vehicle-kilometre
Tunnel	0.14 per million vehicle-kilometre
Other Roads	1.79 per million vehicle-kilometre

No.	Road Sections	Decision	Justifications
21.	Tseung Kwan O Tunnel Road from tunnel portal to about 250m from Tseung Kwan O Tunnel Road roundabout	70km/h to be retained	<ul style="list-style-type: none"> - High personal injury accident rate of 1.11 per million veh-km. - The 85th percentile speeds were 66-67km/h. - Relaxation of speed limit is considered not suitable for the downhill section. - Relaxation will also result in frequent changes of speed limits between tunnel and roundabout which is undesirable.
22.	Tai Po Road from near Golden Hill Road to near Woodcrest	70km/h to be retained	<ul style="list-style-type: none"> - Low personal injury accident rate of 0.33 per million veh-km. - There are a number of bends, bus lay-bys and petrol filling stations on the road section. Relaxation may give rise to safety problem. - This is a single carriageway with no central divider. Relaxation of the speed limit is not considered suitable.

Note :

1. The personal injury accident rates for individual road sections quoted in this Annex were estimated on the basis of a 12-month period prior to the respective reviews.
2. Figures on the territory wide average of personal injury accident rate per million vehicle-kilometre in 2001 are being compiled. The following 2000 figures for various types of roads have therefore been adopted as reference points -

Expressway	0.34 per million vehicle-kilometre
Tunnel	0.14 per million vehicle-kilometre
Other Roads	1.79 per million vehicle-kilometre

No.	Road Sections	Decision	Justifications
23.	Tate's Cairn Highway from toll plaza to Siu Lek Yuen Road	70km/h to be retained	<ul style="list-style-type: none"> - No personal injury accident recorded for 12 months prior to March 2001. - There are a number of sharp bends on the road section making it unsuitable for relaxation.
24.	Tai Po Road from Tai Po Au to Kau To Shan	70km/h to be retained	<ul style="list-style-type: none"> - High personal injury accident rate of 2.01 per million veh-km. - The 85th percentile speeds were 66-74km/h. - There are at grade pedestrian crossings, bus bays and a number of frontage accesses. Relaxation will give rise to safety problem.
25.	Jockey Club Road from Lok Yip Street to Yat Ming Road	70km/h to be retained	<ul style="list-style-type: none"> - Moderate personal injury accident rate of 0.76 per million veh-km. - The 85th percentile vehicle speeds were only between 62-64km/h which did not support further relaxation.

Note :

1. The personal injury accident rates for individual road sections quoted in this Annex were estimated on the basis of a 12-month period prior to the respective reviews.
2. Figures on the territory wide average of personal injury accident rate per million vehicle-kilometre in 2001 are being compiled. The following 2000 figures for various types of roads have therefore been adopted as reference points -

Expressway	0.34 per million vehicle-kilometre
Tunnel	0.14 per million vehicle-kilometre
Other Roads	1.79 per million vehicle-kilometre

No.	Road Sections	Decision	Justifications
26.	Sha Tau Kok Road from Ha Wo Hang to Sha Tau Kok	70km/h to be retained	<ul style="list-style-type: none"> - Moderate personal injury accident rate of 0.73 per million veh-km. - The 85th percentile speeds were 71-75km/h. - There are a lot of public light buses, run-in/out of container storage areas and villages. Relaxation may give rise to safety problem.
27.	Po Shun Road from Po Ning Road to Tiu Keng Leng	70km/h to be retained	<ul style="list-style-type: none"> - Moderate personal injury accident rate of 1.19 per million veh-km. - Major construction work will commence soon.
28.	Wan Po Road from Po Shun Road to Chun Choi Street	70km/h to be retained	<ul style="list-style-type: none"> - Moderate personal injury accident rate of 0.94 per million veh-km. - MTR construction works are in progress. Construction works for a grade separated interchange at the roundabout will also commence soon. - The middle section is narrow with no shoulder/marginal strip which is not suitable for relaxation, especially when over 70% of the traffic are heavy goods vehicles.

Note :

1. The personal injury accident rates for individual road sections quoted in this Annex were estimated on the basis of a 12-month period prior to the respective reviews.
2. Figures on the territory wide average of personal injury accident rate per million vehicle-kilometre in 2001 are being compiled. The following 2000 figures for various types of roads have therefore been adopted as reference points -

Expressway	0.34 per million vehicle-kilometre
Tunnel	0.14 per million vehicle-kilometre
Other Roads	1.79 per million vehicle-kilometre

No.	Road Sections	Decision	Justifications
29.	Fan Kam Road (between Kam Tin Road and Ta Shek Wu)	70km/h to be retained	<ul style="list-style-type: none"> - Moderate personal injury accident rate of 0.97 per million veh-km. - The 85th percentile vehicle speeds were only 55-59km/h. - Narrow carriageway, poor sightline and frequent run-in/outs to villages, not suitable for relaxation.
30.	Clear Water Bay Road from New Clear Water Bay Road to Pik Uk	70km/h to be retained	<ul style="list-style-type: none"> - High personal injury accident rate of 1.93 per million veh-km. - The 85th percentile speeds were 58-76km/h. - Unsatisfactory road geometry and conditions, not suitable for relaxation.
31.	Clear Water Bay Road Westbound from Hiram's Highway to Pik Uk	70km/h to be retained	<ul style="list-style-type: none"> - Moderate personal injury accident rate of 1.37 per million veh-km. - Sightlines at the Razor Hill Road junction and a cautionary crossing outside Ta Ku Ling San Tsuen are unsatisfactory. Drivers already experienced difficulties in making turning movements under existing conditions.

Note :

1. The personal injury accident rates for individual road sections quoted in this Annex were estimated on the basis of a 12-month period prior to the respective reviews.
2. Figures on the territory wide average of personal injury accident rate per million vehicle-kilometre in 2001 are being compiled. The following 2000 figures for various types of roads have therefore been adopted as reference points -

Expressway	0.34 per million vehicle-kilometre
Tunnel	0.14 per million vehicle-kilometre
Other Roads	1.79 per million vehicle-kilometre

No.	Road Sections	Decision	Justifications
32.	Hiram's Highway Southbound from Nam Wai to Cheng Chik Chee Secondary School	70km/h to be retained	<ul style="list-style-type: none"> - High personal injury accident rate of 2.22 per million veh-km. - The 85th percentile vehicle speed was only 64 km/h.
New Territories West			
33.	Tuen Mun Road between Wong Chu Road and Castle Peak Road – Lam Tei	70km/h to be retained	<ul style="list-style-type: none"> - Moderate personal injury accident rate of 0.32 per million veh-km. - Road conditions are similar to urban roads and not suitable for relaxation.
34.	Hung Tin Road	70km/h to be retained and reviewed upon completion of road works	<ul style="list-style-type: none"> - West Rail Project is underway. Review will be carried out upon completion of the road works.
35.	Tin Ying Road		
36.	Tin Wah Road		
37.	Tin Tsz Road		
38.	Long Tin Road		
39.	Tuen Mun Road between Tsuen Wan and Sham Tseng	70km/h to be retained	<ul style="list-style-type: none"> - High personal injury accident rate of 0.66 per million veh-km. - The 85th percentile speeds were 70-71km/h. - Tight road geometry not suitable for relaxation.

Note :

1. The personal injury accident rates for individual road sections quoted in this Annex were estimated on the basis of a 12-month period prior to the respective reviews.
2. Figures on the territory wide average of personal injury accident rate per million vehicle-kilometre in 2001 are being compiled. The following 2000 figures for various types of roads have therefore been adopted as reference points -

Expressway	0.34 per million vehicle-kilometre
Tunnel	0.14 per million vehicle-kilometre
Other Roads	1.79 per million vehicle-kilometre

No.	Road Sections	Decision	Justifications
40.	Tsuen Wan Road	70km/h to be retained	<ul style="list-style-type: none"> - Moderate personal injury accident rate of 0.33 per million veh-km. - The 85th percentile speeds were 69-75 km/h. - Relaxation to 80km/h will result in frequent changes of speed limits within short section of road which is undesirable.
41.	Castle Peak Road between Tai Lam and Tsing Yung Street	70km/h to be retained	<ul style="list-style-type: none"> - Moderate personal injury accident rate of 1.28 per million veh-km. - The 85th percentile speeds were 66-74km/h. - There are signalised junctions, bus laybys and frontage accesses along the road. Relaxation may give rise to safety problem.
42.	Castle Peak Road between Lam Tei and Ping Shan	70km/h to be retained	<ul style="list-style-type: none"> - Moderate personal injury accident rate of 0.97 per million veh-km. - The 85th percentile speeds were 59-62km/h. - There are signalized junctions, bus stops and at-grade pedestrian crossing points along the road. Relaxation may give rise to safety problem.

Note :

1. The personal injury accident rates for individual road sections quoted in this Annex were estimated on the basis of a 12-month period prior to the respective reviews.
2. Figures on the territory wide average of personal injury accident rate per million vehicle-kilometre in 2001 are being compiled. The following 2000 figures for various types of roads have therefore been adopted as reference points -

Expressway	0.34 per million vehicle-kilometre
Tunnel	0.14 per million vehicle-kilometre
Other Roads	1.79 per million vehicle-kilometre

No.	Road Sections	Decision	Justifications
43.	Castle Peak Road between Au Tu Interchange to Sha Po Tsuen	70km/h to be retained	<ul style="list-style-type: none">- Low personal injury accident rate of 0.26 per million veh-km.- The 85th percentile vehicle speeds were only 68.10 km/h for northbound traffic and 68.57 km/h for southbound traffic.

Note :

1. The personal injury accident rates for individual road sections quoted in this Annex were estimated on the basis of a 12-month period prior to the respective reviews.
2. Figures on the territory wide average of personal injury accident rate per million vehicle-kilometre in 2001 are being compiled. The following 2000 figures for various types of roads have therefore been adopted as reference points -

Expressway	0.34 per million vehicle-kilometre
Tunnel	0.14 per million vehicle-kilometre
Other Roads	1.79 per million vehicle-kilometre

