

LEGISLATIVE COUNCIL PANEL ON TRANSPORT

Progress Report of Speed Limit Review 2003

PURPOSE

This paper sets out the findings of the speed limit review conducted in 2003 for Members' information.

BACKGROUND

2. At the meeting of the Legislative Council (LegCo) Panel on Transport held on 27 October 2000, we advised Members that the review on the speed limits of trunk roads and primary distributors would be conducted on a regular basis. We also undertook to provide Members with annual progress reports on the review. In February 2003, we submitted a paper (LC paper No. CB (1)975/02-03(01)) on the speed limit review carried out in 2002.

REVIEW OF SPEED LIMIT

3. We have set up a Working Group on Speed Limit Review (the Working Group) to carry out the review. The Working Group comprises representatives from Transport Department, the Police, the Hong Kong Automobile Association and the Institute of Advanced Motorists Hong Kong.

4. In 2003, the Working Group has examined 23 sections of trunk roads and primary distributors with speed limits of 50, 70 and 100 kilometers per hour (km/h). These roads are listed in **Annex A**. The list includes 9 road sections with a speed limit of 50 km/h, 13 road sections with a speed limit of 70 km/h and 1 road section with a speed limit of 100 km/h.

Review Criteria

5. In reviewing the speed limit of any road sections, the safety of road users is the primary concern. Relaxation of speed limits is considered only if road safety would not be compromised. As in the previous reviews, the Working Group has taken into consideration the following factors in examining the speed limits :

- (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, such as its gradient and sightline, the number of signalised road junctions, and the extent of pedestrian activities;
- (c) the number of changes in speed limit along the road section; whether lowering of speed limit can be replaced by providing appropriate warning signs; and
- (d) the speed below which the majority of drivers of light vehicles during off-peak periods would travel i.e. the 85th percentile vehicle speed.

Review Findings

(A) Relaxation of speed limit

6. The Working Group considers that the speed limits of the following roads could be relaxed from 50 to 70 km/h :

- (a) Harcourt Road (eastbound); and
- (b) Tsing Tsuen Road.

7. The relaxation for Harcourt Road is considered viable because the rate of accidents involving personal injury is low and the 85th percentile speed on eastbound Harcourt Road is 70 km/h. Tsing Tsuen Road also recorded a low personal injury accident rate. There are no frontage accesses and no loading/unloading activities along the road and the 85th percentile speed recorded in the westbound and eastbound directions of the road are 71km/h and 69km/h respectively.

(B) Downward adjustment of speed limit

8. The Working Group considers that the speed limit of the following road sections should be lowered from 70km/h to 50km/h because of the road geometry and the surrounding road environment :

- (a) Wan Po Road between Pung Loi Road and Pung Loi Avenue;
- (b) Fan Kam Road;
- (c) Kam Tin Road; and
- (d) Castle Peak Road between Tsing Yung Street and So Kwun Wat Road.

9. The management office of Tseung Kwan O Industrial Estate has raised their concern over the safety of Wan Po Road which is frequently used by heavy vehicles travelling to and from the Industrial Estate. There are also two signalised junctions and three bus bays within the short section between Pung Loi Road and Pung Loi Avenue. After reviewing the locations of the bus bays, loading/unloading activities and signal junctions along the road, the Working Group considers it desirable to reduce the speed limit for this section of Wan Po Road to enhance road safety.

10. For Fan Kam Road and Kam Tin Road, the Working Group notes that there are pedestrian at-grade crossings used by local residents. The width of these two roads is lower than the standard for rural roads. To ensure the safety of road users, particularly the road-crossing pedestrians, the Working Group considers that their speed limits should be lowered from 70km/h to 50km/h.

11. The Working Group also considers that the speed limit of the section between Tsing Yung Street and So Kwun Wat Road of Castle Peak Road should be reduced in view of the existence of road junctions, pedestrian crossings and frontage accesses. Its accident rate of 1.45 per million vehicle-kilometre is also higher than the territory average of 1.35.

12. The proposed new speed limits are being circulated for local consultation.

(C) Speed limit to be retained

13. The Working Group considers that the speed limits of the remaining 17 road sections should be retained.

14. Details of the findings of the speed limit review in 2003 are at **Annex B**.

WAY FORWARD

15. The Administration will continue to conduct speed limit reviews on a regular basis.

**Trunk Roads and Primary Distributors
included in the Speed Limit Review in 2003**

(A) Speed Limit of 50 km/h

Hong Kong Island

1. Chai Wan Road westbound between Hing Man Estate and junction of Chai Wan Road & Tai Tam Road
2. Harcourt Road
3. Tin Hau Temple Road near North Point Service Reservoir Playground
4. Cotton Tree Drive
5. Wong Chuk Hang Road between Heung Yip Road and Aberdeen Tunnel Toll Plaza

New Territories East

6. Tai Po Tai Wo Road between Ting Kok Road and On Cheung Road
7. Jockey Club Road between So Kwun Po Road and Sha Tau Kok Road

New Territories West

8. Tsing Wun Road, Tuen Mun
9. Tsing Tsuen Road

(B) Speed Limit of 70 km/h

Hong Kong Island

10. Shek Pai Wan Road and Aberdeen Praya Road between Victoria Road and Wong Chuk Hang Road

Kowloon

11. Princess Margaret Road between Sheung Hing Street and Chi Man Street
12. Lung Cheung Road between Chuk Yuen Road and Hammer Hill Road

New Territories East

13. Tai Po Road between Golden Hill Road and Keng Hau Road
14. Clear Water Bay Road (eastbound) near Tseng Lan Shue
15. Tai Po Road between Tai Po Mei and Yung Yi Road
16. Wan Po Road between Pung Loi Road and Chun Yat Street

New Territories West

17. Lung Fu Road, Tuen Mun
18. Fan Kam Road
19. Kam Tin Road
20. Yuen Long Highway
21. Kwai Chung Road between Lai Chi Kok Bridge and Wing Kei Road
22. Castle Peak Road between Tsing Yung Street and So Kwun Wat Road

(C) Speed Limit of 100 km/h

Kowloon

23. West Kowloon Highway between Tonkin Street and Lai Wan Interchange

Summary of Results of the Speed Limit Review in 2003

(A) Speed Limit of 50km/h

No.	Road Sections	Proposal	Justifications
Hong Kong Island			
1.	Harcourt Road	to be relaxed from 50km/h to 70km/h in eastbound direction	<ul style="list-style-type: none"> - Low personal injury accident rate of 0.6 per million veh-km. - The 85th percentile speeds were 70km/h (EB) and 64km/h (WB).
2.	Chai Wan Road Westbound between Hing Man Estate and junction of Chai Wan Road & Tai Tam Road	50km/h to be retained	<ul style="list-style-type: none"> - High personal injury accident rate of 1.98 per million veh-km. - The 85th percentile speed was 63km/h. - The gradient is steep and there are signalised junctions.
3.	Tin Hau Temple Road near North Point Service Reservoir Playground	50km/h to be retained	<ul style="list-style-type: none"> - Twisted horizontal geometry with small radius of curvature. - The 85th percentile speeds were 48km/h (EB) and 52km/h (WB).
4.	Cotton Tree Drive	50km/h to be retained	<ul style="list-style-type: none"> - The 85th percentile speed was 59km/h. - Vehicles travel uphill along a steep gradient.

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 2003 are being compiled. The following 2002 figures for various types of roads have therefore been adopted as reference points -

Expressway	0.36 per million vehicle-kilometre
Other Roads	1.35 per million vehicle-kilometre

No.	Road Sections	Proposal	Justifications
5.	Wong Chuk Hang Road between Heung Yip Road and Aberdeen Tunnel Toll Plaza	50km/h to be retained	<ul style="list-style-type: none"> - The 85th percentile speeds were 67km/h (EB) and 66km/h (WB). - There are at-grade junctions and frontage accesses on the carriageway.
New Territories East			
6.	Tai Po Tai Wo Road between Ting Kok Road and On Cheung Road	50km/h to be retained	<ul style="list-style-type: none"> - High personal injury accident rate of 2.61 per million veh-km. - The 85th percentile speeds were 55km/h (WB) and 49 km/h (EB).
7.	Jockey Club Road between So Kwun Po Road and Sha Tau Kok Road	50km/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 59km/h (WB) and 57km/h (EB). - The section of road is short (only 0.9km) with a number of signalised crossings, bus bays, frontages accesses and side roads.

Note :

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Expressway	0.36 per million vehicle-kilometre
Other Roads	1.35 per million vehicle-kilometre

No.	Road Sections	Proposal	Justifications
New Territories West			
8.	Tsing Tsuen Road	to be relaxed from 50km/h to 70km/h	<ul style="list-style-type: none"> - The 85th percentile speeds were 71km/h (WB) and 69km/h (EB). - Low personal injury accident rate of 0.86 per million veh-km. - There are no frontage accesses and no loading/unloading activities along the road.
9.	Tsing Wun Road, Tuen Mun	50km/h to be retained	<ul style="list-style-type: none"> - The 85th percentile speeds were 62km/h (NB) and 63km/h (SB). - The speed limits on the adjoining sections, Lung Mun Road and Ming Kum Road are 50km/h. - There are bus stops and at-grade signalised junctions along the road.

Note :

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Expressway	0.36 per million vehicle-kilometre
Other Roads	1.35 per million vehicle-kilometre

(B) Speed Limit of 70km/h

No.	Road Sections	Proposal	Justifications
Hong Kong Island			
10.	Shek Pai Wan Road and Aberdeen Praya Road between Victoria Road and Wong Chuk Hang Road	70km/h to be retained	<ul style="list-style-type: none"> - The 85th percentile speeds on Aberdeen Praya Road were 75km/h (WB) and 74km/h (EB). - The 85th percentile speeds on Shek Pai Wan Road were 69km/h (WB) and 72km/h (EB). - The personal injury accident rates of Shek Pai Wan Road and Aberdeen Praya Road were 0.87 per million veh-km and 1.04 per million veh-km respectively.
Kowloon			
11	Princess Margaret Road between Sheung Hing Street and Chi Man Street	70km/h to be retained	<ul style="list-style-type: none"> - The 85th percentile speeds were 68km/h for both bounds. - There have been public requests for relaxing the speed limit to 80 km/h. However, in view of the high personal injury accident rate of 2.08 per million veh-km, it is more appropriate to retain the existing speed limit.

Note :

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Expressway	0.36 per million vehicle-kilometre
Other Roads	1.35 per million vehicle-kilometre

No.	Road Sections	Proposal	Justifications
12	Lung Cheung Road between Chuk Yuen Road and Hammer Hill Road	70km/h to be retained	<ul style="list-style-type: none"> - Moderate personal injury accident rate of 0.85 per million veh-km. However, the accident rate of 1.47 on the section outside Lung Cheung Mall is higher than the territory average. - The 85th percentile speeds were 73km/h (EB) and 78km/h (WB).
New Territories East			
13	Tai Po Road between Golden Hill Road and Keng Hau Road	70km/h to be retained	<ul style="list-style-type: none"> - The 85th percentile speeds were 60km/h (EB) and 75km/h (WB). - It is anticipated that during the construction of T3 project, a number of temporary traffic arrangements will be needed along Tai Po Road and the speed limit on the section of Tai Po Road may need to be adjusted to facilitate the project. Hence it is not suitable to adjust the speed limit for the time being.

Note :

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Expressway	0.36 per million vehicle-kilometre
Other Roads	1.35 per million vehicle-kilometre

No.	Road Sections	Proposal	Justifications
14	Clear Water Bay Road (eastbound) near Tseng Lan Shue	70km/h to be retained	<ul style="list-style-type: none"> - The 85th percentile speeds were 67km/h and 76km/h on two different points on the road section. - The personal injury accident rate is 1.1 per million veh-km, which is close to the territory average of 1.35. It is considered not appropriate to relax the existing speed limit.
15	Tai Po Road between Tai Po Mei and Yung Yi Road	70km/h to be retained	<ul style="list-style-type: none"> - The 85th percentile speeds were 64km/h (NB) and 72 km/h (SB). - The personal injury accident rate is 0.69 per million veh-km.

Note :

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Expressway	0.36 per million vehicle-kilometre
Other Roads	1.35 per million vehicle-kilometre

No.	Road Sections	Proposal	Justifications
16	Wan Po Road between Pung Loi Road and Chun Yat Street	<u>Section I</u>	<u>Section I</u>
		(between Pung Loi Road and Pung Loi Avenue) - to be reduced from 70 km/h to 50 km/h	<ul style="list-style-type: none"> - The 85th percentile speeds were 73km/h (SB) and 74km/h (NB). - Presence of 3 bus bays close to each other and signalised junctions. - Frequent picking up / setting down activities. - Strong requests from local residents for lowering the speed limit. - Accident rate: 0.87 per million veh-km.
		<u>Section II</u>	<u>Section II</u>
		(between Pung Loi Avenue and Chun Yat Street) - to be retained at 70 km/h	<ul style="list-style-type: none"> - The 85th percentile speeds were 98km/h (SB) and 97km/h (NB). - Accident rate: 0.87 per million veh-km. - The observed 85th percentile speed far exceeded the existing speed limit in force. However, in view of the road geometry and the relative high proportion of heavy vehicles, the existing speed limit of 70km/h should not be relaxed.

Note :

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Expressway	0.36 per million vehicle-kilometre
Other Roads	1.35 per million vehicle-kilometre

No.	Road Sections	Proposal	Justifications
New Territories West			
17	Lung Fu Road, Tuen Mun	70km/h to be retained	<ul style="list-style-type: none"> - The 85th percentile speeds were 77km/h (NB) and 76km/h (SB). - The personal injury accident rate is 0.45 per million veh-km.
18	Fan Kam Road	to be reduced from 70km/h to 50km/h	<ul style="list-style-type: none"> - The 85th percentile speeds were 56km/h (NB) and 61km/h (SB). - The average width of the carriageway is 5.5 m (as compared with standard width of 7.3 m for rural roads). - There are run in/outs, bus stops and at-grade signal-controlled pedestrian crossings along Fan Kam Road. - About 30% of the vehicles travelling on this road section are heavy vehicles. - Trees along the road cause obstruction to the sightline of the drivers. - The speed limit of the adjoining section of Fan Kam Road between Fanling Highway and Ta Shek Wu Road is 50km/h. - The personal injury accident rate is 0.99 per million veh-km.

Note :

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Expressway	0.36 per million vehicle-kilometre
Other Roads	1.35 per million vehicle-kilometre

No.	Road Sections	Proposal	Justifications
19	Kam Tin Road	to be reduced from 70km/h to 50km/h	<ul style="list-style-type: none"> - The 85th percentile of speeds were 55km/h(EB) and 52km/h(WB). - There are run ins/outs, bus stops and at-grade signalised pedestrian crossings along the road. - About 30% of the vehicles travelling on this road section are heavy vehicles. - Trees along the road create obstruction to the sightline of the drivers. - The speed limit on the remaining section of Kam Tin Road between Tolo Highway and Pat Heung is 50km/h. - Accident rate : 0.8 per million veh-km.
20	Yuen Long Highway	70km/h to be retained	<ul style="list-style-type: none"> - The 85th percentile speeds were 74km/h(WB) and 81km/h(EB). - Accident rate : 0.3 per million veh-km.
21	Kwai Chung Road between Lai Chi Kok Bridge and Wing Kei Road	70km/h to be retained	<ul style="list-style-type: none"> - The 85th percentile speeds were 76km/h (SB) and 81km/h (NB). - Accident rate : 0.46 per million veh-km.

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Expressway	0.36 per million vehicle-kilometre
Other Roads	1.35 per million vehicle-kilometre

No.	Road Sections	Proposal	Justifications
22	Castle Peak Road between Tsing Yung Street and So Kwun Wat Road	to be reduced from 70km/h to 50km/h	<ul style="list-style-type: none"> - The 85th percentile speeds were 57km/h (WB) to 63km/h (EB). - There are numerous junctions, pedestrian crossings, bus stops and frontage access along the road. - Reduction of speed limit would help regulate the travelling speed in accordance with drivers' sight distances along the road. - It is difficult for vehicles to enter the road section from side roads and roadside premises because of the higher traffic speed on the main road. - The accident rate of 1.45 is higher than the territory average.

(C) Speed Limit of 100km/h

No.	Road Sections	Proposal	Justifications
Kowloon			
23	West Kowloon Highway between Tonkin Street and Lai Wan Interchange	100km/h to be retained	<ul style="list-style-type: none"> - The 85th percentile speeds were 91km/h(NB) and 93km/h(SB). - Accident rate : 0.17 per million veh-km.

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Other Roads	1.35 per million vehicle-kilometre