

For information

Legislative Council Panel on Transport

Progress Report of Speed Limit Review 2004/05

Purpose

This paper sets out the progress of the speed limit review exercise conducted in 2004/05 for Members' information.

Background

2. We carry out regular reviews on the speed limits of trunk roads and primary distributors. Since 2001, we have been providing this Panel with annual reports on the reviews.

Review of Speed Limits

3. In 2004/05, we have examined 22 sections of trunk roads and primary distributors. They are set out in **Annex A**. The list includes seven road sections with a speed limit of 50 km/h, seven road sections with a speed limit of 70 km/h, five sections with a speed limit of 80 km/h, two road sections with a speed limit of 100 km/h and one road section with a speed limit of 110 km/h.

Review Criteria

4. In reviewing the speed limits of all road sections, our primary concern is to ensure the safety of road users. Relaxation will be considered only if road safety would not be adversely affected. As in the previous review exercises, we take into consideration the following factors in carrying out the assessment -

- (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

5. We have formed a Working Group on Speed Limit Review (the Working Group) to carry out the task. In addition to representatives from the Transport Department, the Working Group also comprises representatives from the Police, the Hong Kong Automobile Association and the Institute of Advanced Motorists Hong Kong.

Review Findings

(a) Upward adjustment of speed limit

6. In view of the similarity of road characteristics with the adjoining road sections, the Working Group recommends that the speed limit of Island Eastern Corridor from Shun Tai Road slip road to a point near Chai Wan Road roundabout be adjusted upwards from 50 km/h to 70 km/h so as to match with that of the adjoining roads.

(b) Downward adjustment of speed limit

7. Amongst the road sections reviewed, there are no recommendations for downward adjustment of speed limit.

(c) Speed limit to be retained

8. The Working Group recommends that the speed limits of the other 21 road sections be retained.

9. Details of the findings of the speed limit review are at **Annex B**.

Consultation

10. The Eastern District Council and transport trades have been consulted on the proposed adjustment of speed limit in paragraph 6, and they have no objection to the proposal.

Way Forward

11. We will continue to conduct speed limit reviews on a regular basis.

Environment, Transport and Works Bureau
October 2005

**Trunk Roads and Primary Distributors with a Speed Limit
of 50 km/h, 70 km/h, 80 km/h, 100 km/h or 110 km/h
included in the Speed Limit Review in 2004/05**

(A) Speed Limit of 50 km/h

| No. | Road Sections |
|-------------------------|---|
| Hong Kong Island | |
| 1 | Garden Road |
| 2 | Island Eastern Corridor between Shun Tai Road Slip Road and Chai Wan Road Roundabout |
| New Territories | |
| 3 | Pak Wo Road between Chi Fuk Circuit and Yat Ming Road/Wah Ming Road |
| 4 | Ma On Shan Road between Hang Hong Street and On Chiu Street/Sai Sha Road |
| 5 | Po Lam Road North between Po Hong Road and Po Ning Road |
| 6 | Kam Tin Road between Au Tau Roundabout and Kam Tin Western Roundabout |
| 7 | New Hiram's Highway between Clear Water Bay Road Interchange and Nam Pin Wai Road Roundabout (downhill section) |

(B) Speed Limit of 70 km/h

| No. | Road Sections |
|-------------------------|---|
| Hong Kong Island | |
| 8 | Island Eastern Corridor between North Point Interchange and Sai Wan Ho |
| 9 | Aberdeen Tunnel |
| 10 | Island Eastern Corridor between Public Riding School and Shun Tai Road |
| Kowloon | |
| 11 | West Kowloon Corridor Southbound between Mong Kok and Yau Ma Tei |
| 12 | Ching Cheung Road between Lai Chi Kok Road and Lung Cheung Road |
| New Territories | |
| 13 | New Hiram's Highway between Clear Water Bay Road Interchange and Nam Pin Wai Road roundabout (uphill section) |
| 14 | Jockey Club Road between Pak Wo Road and Sha Tau Kok Road, Fanling |

(C) Speed Limit of 80 km/h

| Hong Kong Island | |
|-------------------------|---|
| 15 | Connaught Road between Gilman Street and Sai Cheung Street North |
| New Territories | |
| 16 | Tsing Kwai Highway between West Kowloon Highway and Cheung Tsing Tunnel |
| 17 | Cheung Tsing Tunnel |
| 18 | Ting Kau Bridge |
| 19 | Lantau Link |

(D) Speed Limit of 100 km/h

| No. | Road Sections |
|------------------------|----------------------|
| Kowloon | |
| 20 | West Kowloon Highway |
| New Territories | |
| 21 | San Tin Highway |

(E) Speed Limits of 110 km/h

| No. | Road Sections |
|------------------------|--|
| New Territories | |
| 22 | North Lantau Expressway between Lantau Link Toll Plaza and the Airport |

Summary of the Results of the Speed Limit Review in 2004/05

(A) Speed Limit of 50 km/h

| No. | Road Sections | Decision | Justifications |
|-------------------------|--|--|--|
| Hong Kong Island | | | |
| 1 | Garden Road | Existing speed limit 50 km/h to be retained | <ul style="list-style-type: none"> - The 85th percentile speed is 53 km/h which is below the threshold of 63 km/h for raising the speed limit. - Steep gradient and the presence of 3 frontage accesses make relaxation of the speed limit not suitable. |
| 2 | Island Eastern Corridor between Shun Tai Road Slip Road and Chai Wan Road Roundabout | <p>(a) Speed limit to be raised to 70 km/h for the section from Shun Tai Road slip road to a point near Chai Wan Roundabout.</p> <p>(b) Existing speed limit 50 km/h to be retained for the remaining section.</p> | <ul style="list-style-type: none"> - We recommend to increase the speed limit from 50 to 70 km/h, as the characteristics of this road section are similar to those of its adjacent section that have a speed limit of 70km/h. - The remaining section is the approach to Chai Wan Road Roundabout and the standard speed limit for such approach roads is 50 km/h. |

Note :

1. The personal injury accident rates for individual road sections quoted in this Annex are estimated on the basis of a 12-month period prior to the respective reviews.
2. The following are the average personal injury accident rates for various types of road in the territory-

| | |
|------------|------------------------------------|
| Expressway | 0.30 per million vehicle-kilometre |
| Tunnels | 0.16 per million vehicle-kilometre |
| All Roads | 1.29 per million vehicle-kilometre |

| No. | Road Sections | Decision | Justifications |
|------------------------|--|---|---|
| New Territories | | | |
| 3 | Pak Wo Road between Chi Fuk Circuit and Yat Ming Road/Wah Ming Road | Existing speed limit 50 km/h to be retained | <ul style="list-style-type: none"> - The 85th percentile speeds are 63 km/h for Sheung Shui bound and 56 km/h for Fanling bound, which are just at or below the threshold of 63 km/h for raising the speed limit. - Relatively high personal injury accident rate of 1.42 per million veh-km. - The section of this road is short (only 0.9 km) with signalised junctions, bus bays, frontage accesses and side roads. The radius of the existing road bend will become substandard if the speed limit is raised. |
| 4 | Ma On Shan Road between Hang Hong Street and On Chiu Street/Sai Sha Road | Existing speed limit 50 km/h to be retained | <ul style="list-style-type: none"> - High personal injury accident rate of 1.60 per million veh-km. - The section of this road is short (only 0.8 km) with 2 signalised junctions, 1 priority junction with the presence of at-grade pedestrian crossings and bus bays. Relaxation of the speed limit is not suitable. |

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| | |
|------------|------------------------------------|
| Expressway | 0.30 per million vehicle-kilometre |
| Tunnels | 0.16 per million vehicle-kilometre |
| All Roads | 1.29 per million vehicle-kilometre |

| No. | Road Sections | Decision | Justifications |
|-----|---|---|---|
| 5 | Po Lam Road North between Po Hong Road and Po Ning Road | <p>Existing speed limit 50 km/h to be retained for the section between Po Hong Road and Po Fung Road (0.78 km)</p> <p>Existing speed limit 50 km/h to be retained for the section between Po Fung Road to Po Ning Road (0.78km)</p> | <ul style="list-style-type: none"> - High personal injury accident rate of 1.67 per million veh-km. - The 85th percentile speed is 61 km/h for northbound which is below the threshold of 63 km/h for raising the speed limit. - Bus bays, main accesses to housing estates and signalized junctions with pedestrian crossings are present at close intervals. Relaxation of the speed limit is not suitable. |
| 6 | Kam Tin Road between Au Tau Roundabout and Kam Tin Western Roundabout | Existing speed limit 50 km/h to be retained | <ul style="list-style-type: none"> - The 85th percentile speeds are 59 km/h for eastbound and 60 km/h for westbound, which are below the threshold of 63 km/h for raising the speed limit. - There are 23 run-ins and 4 signalised junctions along the road section. Relaxation of the speed limit is not suitable. |

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| | |
|------------|------------------------------------|
| Expressway | 0.30 per million vehicle-kilometre |
| Tunnels | 0.16 per million vehicle-kilometre |
| All Roads | 1.29 per million vehicle-kilometre |

| No. | Road Sections | Decision | Justifications |
|-----|---|--|--|
| 7 | New Hiram's Highway between Clear Water Bay Road Interchange and Nam Pin Wai Road Roundabout (downhill section) | Existing speed limit 50 km/h to be retained for downhill section | <ul style="list-style-type: none"> - The 85th percentile speed is 61 km/h, which is below the threshold of 63 km/h for raising the speed limit. - This short road section has a steep downhill gradient of 10%. Given that the speed limits of the adjoining road sections are 50 km/h, an increase in speed limit for this section is not warranted. |

Note :

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| | |
|------------|------------------------------------|
| Expressway | 0.30 per million vehicle-kilometre |
| Tunnels | 0.16 per million vehicle-kilometre |
| All Roads | 1.29 per million vehicle-kilometre |

(B) Speed Limit of 70 km/h

| No. | Road Sections | Decision | Justifications |
|-------------------------|--|---|--|
| Hong Kong Island | | | |
| 8 | Island Eastern Corridor between North Point Interchange and Sai Wan Ho | Existing speed limit 70 km/h to be retained | <ul style="list-style-type: none"> - The 85th percentile speeds are 65 km/h for eastbound and 71 km/h for westbound, which are below the threshold of 80 km/h for raising the speed limit. - High personal injury accident rate of 0.41 per million veh-km. - The radius of the road will become substandard if the speed limit is raised. |
| 9 | Aberdeen Tunnel | Existing speed limit 70 km/h to be retained | <ul style="list-style-type: none"> - The 85th percentile speeds are 76 km/h for southbound and northbound, which are below the threshold of 80 km/h for raising the speed limit. - Relatively high personal injury accident rate of 0.33 per million veh-km. |
| 10 | Island Eastern Corridor between Public Riding School and Shun Tai Road | Existing speed limit 70 km/h to be retained | <ul style="list-style-type: none"> - The 85th percentile speeds are 65 km/h for eastbound and 70 km/h for westbound, which are below the threshold of 80 km/h for raising the speed limit. |

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2. The following are the average personal injury accident rates for various types of road in the territory-

| | |
|------------|------------------------------------|
| Expressway | 0.30 per million vehicle-kilometre |
| Tunnels | 0.16 per million vehicle-kilometre |
| All Roads | 1.29 per million vehicle-kilometre |

| No. | Road Sections | Decision | Justifications |
|------------------------|---|--|---|
| Kowloon | | | |
| 11 | West Kowloon Corridor Southbound between Mong Kok and Yau Ma Tei | Existing speed limit 70 km/h to be retained | - Concern has been expressed by local residents about the increase in traffic noise if the speed limit is raised above 70 km/h. |
| 12 | Ching Cheung Road between Lai Chi Kok Road and Lung Cheung Road | Existing speed limit 70 km/h to be retained | - The 85 th percentile speeds are 76 km/h for both bounds, which are below the threshold of 80 km/h for raising the speed limit . - The presence of double bends makes the relaxation of speed limit not suitable. - The existing speed limit of the connecting roads, i.e. Kwai Chung Road and Lung Cheung Road is 70 km/h. |
| New Territories | | | |
| 13 | New Hiram's Highway between Clear Water Bay Road Interchange and Nam Pin Wai Road Roundabout (uphill section) | Existing speed limit 70 km/h to be retained for uphill section | - The 85 th percentile speed is 74 km/h, which is below the threshold of 80 km/h for raising the speed limit. |

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| | |
|------------|------------------------------------|
| Expressway | 0.30 per million vehicle-kilometre |
| Tunnels | 0.16 per million vehicle-kilometre |
| All Roads | 1.29 per million vehicle-kilometre |

| No. | Road Sections | Decision | Justifications |
|-----|--|---|---|
| 14 | Jockey Club Road between Pak Wo Road and Sha Tau Kok Road, Fanling | Existing speed limit 70 km/h to be retained | <ul style="list-style-type: none"> - The 85th percentile speeds are 67 km/h for Fanling bound and 68 km/h for Kowloon bound, which are below the threshold of 80 km/h for raising the speed limit. - The presence of bus bays, pedestrian crossing and frontage accesses makes relaxation of the speed limit not suitable. |

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| | |
|------------|------------------------------------|
| Expressway | 0.30 per million vehicle-kilometre |
| Tunnels | 0.16 per million vehicle-kilometre |
| All Roads | 1.29 per million vehicle-kilometre |

(C) Speed Limit of 80 km/h

| No. | Road Sections | Decision | Justifications |
|-------------------------|---|---|---|
| Hong Kong Island | | | |
| 15 | Connaught Road between Gilman Street and Sai Cheung Street North. | Existing speed limit 80 km/h to be retained | - The 85 th percentile speeds are 70 km/h for westbound and 75 km/h for eastbound, which are below the threshold of 93 km/h for raising the speed limit. |
| New Territories | | | |
| 16 | Tsing Kwai Highway between West Kowloon Highway and Cheung Tsing Tunnel | Existing speed limit 80 km/h to be retained | - The 85 th percentile speeds are 84 km/h for Kowloon bound and 81 km/h for Airport bound, which are below the threshold of 93 km/h for raising the speed limit. - There is a large volume of merging and diverging traffic and double bends which make relaxation of the speed limit not suitable. |

Note :

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|------------|------------------------------------|
| Expressway | 0.30 per million vehicle-kilometre |
| Tunnels | 0.16 per million vehicle-kilometre |
| All Roads | 1.29 per million vehicle-kilometre |

| No. | Road Sections | Decision | Justifications |
|-----|---------------------|---|---|
| 17 | Cheung Tsing Tunnel | Existing speed limit 80 km/h to be retained | <ul style="list-style-type: none"> - The 85th percentile speeds are 81 km/h for Kowloon bound and 86 km/h for Airport bound, which are below the threshold of 93 km/h for raising the speed limit. - Relatively high personal injury accident rate of 0.33 per million veh-km. - Motorists need to adapt to the controlled reduction of lighting levels due to the tunnel effect and travelling at a speed higher than 80 km/h will cause safety hazards. |
| 18 | Ting Kau Bridge | Existing speed limit 80 km/h to be retained | <ul style="list-style-type: none"> - The 85th percentile speeds are 86 km/h for southbound and 79 km/h for northbound, which are below the threshold of 93km/h for raising the speed limit. - There is a very high percentage of heavy vehicles. |
| 19 | Lantau Link | Existing speed limit 80 km/h to be retained | <ul style="list-style-type: none"> - The 85th percentile speeds are 84 km/h for Kowloon bound and 90 km/h for Airport bound, which are below the threshold of 93 km/h for raising speed the limit. - Strong wind conditions could cause vehicles travelling at 100 km/h to be out of control. |

Note :

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| | |
|------------|------------------------------------|
| Expressway | 0.30 per million vehicle-kilometre |
| Tunnels | 0.16 per million vehicle-kilometre |
| All Roads | 1.29 per million vehicle-kilometre |

(D) Speed Limit of 100km/h

| No. | Road Sections | Decision | Justifications |
|------------------------|----------------------|--|--|
| Kowloon | | | |
| 20 | West Kowloon Highway | Existing speed limit 100 km/h to be retained | <ul style="list-style-type: none"> - The 85th percentile speeds are 96 km/h for Kowloon bound and 98 km/h for Airport bound, which are below the threshold of 110 km/h for raising the speed limit. |
| New Territories | | | |
| 21 | San Tin Highway | Existing speed limit 100 km/h to be retained | <ul style="list-style-type: none"> - The 85th percentile speeds are 93 km/h for southbound and 90 km/h for northbound, which are below the threshold of 110 km/h for raising the speed limit. - The existing speed limits of the connecting roads, i.e. Fanling Highway and Yuen Long Highway are 100 km/h and 80 km/h. If the speed limit of this section is raised, there will be frequent changes of speed limits. |

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| | |
|------------|------------------------------------|
| Expressway | 0.30 per million vehicle-kilometre |
| Tunnels | 0.16 per million vehicle-kilometre |
| All Roads | 1.29 per million vehicle-kilometre |

(E) Speed Limit of 110km/h

| No. | Road Sections | Decision | Justifications |
|------------------------|--|---|--|
| New Territories | | | |
| 22 | North Lantau Expressway on Lantau between Lantau Link Toll Plaza and Airport | Existing speed limit 110 km/h to be retained. | The 85 th percentile speeds are 103 km/h for Kowloon bound and 110 km/h for Airport bound, which do not warrant an increase in the speed limit. |

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|------------|------------------------------------|
| Expressway | 0.30 per million vehicle-kilometre |
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