

CB(1)2294/06-07(01)

香港特別行政區政府
The Government of the Hong Kong Special Administrative Region

政府總部
運輸及房屋局
運輸科
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20 August 2007

Mr Andy Lau
Clerk to Transport Panel
Legislative Council Secretariat
3/F, Citibank Tower
Central
Hong Kong

Dear Mr Lau,

Panel on Transport

**Measures to enhance safety of reversing vehicles –
Review of Road Environment**

At the meeting of the Panel on Transport on 25 May 2007, we reported that the Transport Department had in consultation with the District Councils identified a total of 132 priority road sections for detailed investigations on measures that can be implemented to enhance the safety of reversing vehicles. We also provided a summary on the overall situation and progress of the implementation work in the 18 districts as at end-April 2007.

We undertook to provide a monthly update on the progress of the improvement works on the 132 priority road sections. Further to our report in July, a report summarising the position as at 15 August 2007 is at the Annex.

Yours sincerely,


(Rosanna Law)

for Secretary for Transport and Housing

**Review of road environment and measures to enhance safety of reversing goods vehicles
Progress Report (as at 15 August 2007)**

Annex

District Council	No. of priority locations identified	No. of locations with measures agreed by DC and relevant departments	No. of locations with works completed	No. of locations with works in progress/about to commence
Hong Kong Island				
1. Central & Western ¹	49	49	29	20
2. Eastern	5	5	5	0
3. Wan Chai	6	6	3	3
4. Southern District	3	1	1	0
Kowloon				
5. Yau Tsim Mong	12	12	12	0
6. Kowloon City	6	6	5	1
7. Wong Tai Sin	2	2	2	0
8. Kwun Tong	3	3	3	0
9. Sham Shui Po	9	9	8	1
New Territories east				
10. Sha Tin	2	1	0	1
11. Tai Po	4	2	1	1
12. Sai Kung	4	4	4	0
13. North	2	2	2	0
14. Islands	3	3	0	3
New Territories west				
15. Tsuen Wan	4	4	4	0
16. Kwai Tsing	6	6	6	0
17. Tuen Mun	7	7	7	0
18. Yuen Long	5	5	5	0
Total	132	127	97	30

¹ In Central & Western district, apart from the 49 locations, there are 18 other identified locations which are of less urgency. They are either low-traffic-flow private roads with adequate traffic management, or roads being blocked by on-street hawkers.