

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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Transport and
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30 June 2009

Ms Joanne Mak
Clerk to Transport Panel
Legislative Council Secretariat
3/F, Citibank Tower
3 Garden Road
Central, Hong Kong
(Fax 2121 0420)

Dear Ms Mak,

Legislative Council Panel on Transport

**Proposed Speed Map Panels in the New Territories and
Progress Update on the Intelligent Transport Systems**

At the meeting of the Panel on Transport on 20 March 2009, Members asked about the details of Yuen Long District Council (YLDC)'s views, including whether they supported the proposed locations of the Speed Map Panel (SMP) numbered "S4" and "S5" set out in enclosure 1 to the Administration's paper; what other locations at which additional SMPs were proposed by YLDC for construction; how YLDC's proposal would be addressed; and requested information on the effectiveness of the Intelligent Road Network and the Driving Route Search Service.

Details of YLDC's views and the Administration's response

The Transport Department (TD) consulted the Traffic and Transport Committee of the YLDC (the Committee) on 25 September 2008 on the proposed SMPs. While the Committee supported the proposal, TD

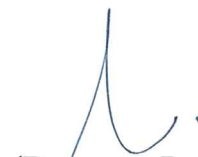
took note of its request on installing additional SMPs at some recommended locations, such as : at the north bound carriageways near locations S4 and S5; at Tong Yan San Tsuen Interchange and Shap Pat Heung Interchange; at Hung Tin Road and Long Tin Road exit points to show traffic conditions of Tuen Mun Road; at Tin Shui Wai and Yuen Long to show the traffic conditions of Tai Lam Tunnel, Tuen Mun Road; as well as the route to Sha Tin via Tolo Highway. Representatives of TD explained the considerations taken in selecting the locations of the proposed five SMPs, and agreed to explore the possibilities of installing more SMPs when the current proposed project is completed and TD has had a chance to examine their effectiveness. Members had no objection to TD's approach.

An extract of minutes (in Chinese only) detailing the Committee's views, including the suggested locations for additional SMPs, and the responses of representatives of TD, are at the Annex.

An information paper on the effectiveness of the Intelligent Road Network and the Driving Route Search Service

TD is currently working to complete the Intelligent Road Network and the Driving Route Search Service, with a view to launching them in the third quarter and by the end of this year respectively. Therefore, it would be difficult to evaluate the effectiveness of these two application services at this stage. The Administration will carry out evaluation at appropriate time after these two services are rolled out and report our findings in due course.

Yours sincerely,



(Rosanna Law)

for Secretary for Transport and Housing

**Extract of minutes of the meeting of
Traffic and Transport Committee of the YLDC
held on 25 September 2008**

第三項：新界區行車速度屏

(交委會文件 2008／第 62 號)

8． 主席歡迎運輸署以下代表出席會議：

高級工程師(工程)	羅文初先生
工程師(工程 2)	駱子建先生

9． 駱子建先生簡介上述文件。

10． 委員就運輸署提供的新界西行車速度屏初步設計圖中的兩個地點(分別為(S4)新田公路南行線近錦綉花園及(S5)屯門公路南行線近屯門新墟)提出意見，並摘錄如下：

- (1) 建議在 S4 及 S5 的對面行車線(即新田公路北行線及屯門公路北行線)加設速度屏，讓回程往元朗方向的駕駛人士能夠知悉三號幹線及新田公路的交通情況；
- (2) 要求在唐人新村交匯處及十八鄉交匯處兩個方向加設行車速度屏；
- (3) 質疑運輸署選定的行車速度屏安裝地點 S4 及 S5 能否幫助駕駛者避免行走擠塞的路段，故建議在大欖隧道入口或天水圍朗天路及洪天路出口位置設立行車速度屏，使駕駛者從元朗駛往屯門新墟方向時，盡早知悉屯門公路的交通情況；

- (4) 建議在下列位置的來回方向加設行車速度屏：
- (i) 天水圍及元朗往荃灣方向，提示駕駛者有關大欖隧道及屯門公路的交通情況；
 - (ii) 天水圍往大欖隧道方向，提示駕駛者有關元朗公路及新田公路的路面情況；
 - (iii) 元朗往沙田方向，提示供駕駛者有關吐露港公路及大欖隧道的交通情況；
 - (iv) 大欖隧道及屯門公路往九龍方向，提示供駕駛者有關汀九橋及荃灣路的交通情況。
- (5) 建議在高速公路入口處裝設行車速度屏；
- (6) 希望運輸署加強宣傳，讓駕駛者認識行車速度屏的功用；
- (7) 認為「行車速度屏」在名稱上不夠清晰，建議改稱「行車時間屏」較為貼切；另建議顯示屏以顏色顯示交通的擠塞程度，及考慮以中文字為主，改變以英文為主的設計。顯示屏的時間顯示宜佔較大比例，圖標應盡量簡化，令駕駛者能夠一目了然；
- (8) 查詢第一期工程的預算支出。

11. 駱子建先生綜合回應如下：

- (1) 運輸署將於完成新界區行車速度屏的安裝工程後作出宣傳，向駕駛人士介紹如何利用行車速度屏所顯示的資料作參考；
- (2) 運輸署建議在新界區五個主要分流點較前的位置裝設行車速度屏，安裝工程預計約 6,400 萬元；
- (3) 運輸署備悉委員建議的安裝地點，會在完成安裝是項工程後再作檢討；

- (4) 行車速度屏的字體設計，是參照現行的道路指示牌為樣本。運輸署會考慮委員對行車速度屏設計提供的意見。

12. 羅文初先生綜合回應如下：

- (1) 運輸署主要基於交通流量選擇安裝地點，故選擇在新界往九龍方向的道路安裝行車速度屏；
- (2) 行車速度屏會以顏色顯示有關路段平均車速所屬的級別及交通情況，例如紅色代表車速緩慢或停頓亦即表示交通擠塞，橙色則代表車速稍為緩慢亦即表示該路段較為多車；
- (3) 工程包括在元朗公路及屯門公路往九龍方向沿線安裝車速偵測設備，用以收集交通數據。而中央處理器利用收集到的交通數據計算出平均車速及所需的行車時間並即時顯示在行車速度屏上。

13. 主席總結，委員支持加設行車速度屏，但希望運輸署詳細考慮委員建議加建顯示屏的地點及有關設計的意見。此外，他促請運輸署盡快把下一期工程計劃提交予本委員會審議。