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Transport and
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11 July 2013

Panel on Transport
Legislative Council
Legislative Council Complex
1 Legislative Council Road
Central
Hong Kong
(Attn: Ms Macy Ng)

Dear Ms Ng,

Panel on Transport
List of follow-up actions as at 29 May 2013

Please refer to the Annex on the supplementary information regarding item 1 of the list of follow-up actions as at 29 May 2013 on the subject of “Reversing Video Device on new Goods Vehicles and Tow Truck Accident in Eastern Street”.

Yours faithfully,

A handwritten signature in black ink, appearing to read 'Kwong Ka Yin', written over a horizontal line.

(Kwong Ka Yin)
for Secretary for Transport and Housing

Safety Measures on Steep Roads

We attach great importance to the road safety of steep roads in Hong Kong, and endeavor to take effective measures to ensure the safety of road users. Transport Department (TD) has been closely monitoring steep roads in Hong Kong and implementing various safety measures taking into account the topographical conditions, traffic characteristics and public demand etc. The safety measures include:

- (i) Road Planning
 - in the development of urban areas and new towns, plan and construct roads in compliance with prevailing design standards¹, so as to provide motorists with flatter and more comfortable alternative routes to hilly terrains;

- (ii) Traffic management
 - implement appropriate prohibitions and restrictions to prohibit the entry of heavy vehicles and control roadside activities;

- (iii) Street furniture
 - deploy appropriate street furniture (e.g. warning signs, road markings, anti-skidding materials, beam barriers and crush cushions) to increase awareness and protection to road users;

¹ The current design standard for roads in Hong Kong are set out in Volume 2 – Highway Design Characteristics of the Transport Planning and Design Manual (TPDM), published by the Transport Department (TD). As stipulated in the TPDM, the gradient of new roads should be limited to 10% (i.e. 1:10) for the roads that were built many years and before the current design standard was adopted, the prevailing gradient standard may not be met.

- (iv) Enforcement enhancement – install fixed speed enforcement cameras at downhill steep roads to facilitate law enforcement;
- (v) Promotion & Education – cultivate responsible road users through talks, seminars, thematic training courses and road safety workshops, and road safety messages from television, radio and leaflets.

Improvement measures at Eastern Street

2. In early 2012, there were several incidents involving goods vehicle rolling backwards at Eastern Street, which caused casualties and property damages. As a result, the Central and Western District Council (the C&W DC) established an ad hoc working group to review the safety measures at road sections that were relatively steep in the districts. The working group comprises members from various concerned departments including TD and Highways Department (HyD), etc. The working group visited 23 locations with relatively steep road sections within the district after the accident to explore possible improvement measures. On 26 July 2012, the C&W DC discussed possible measures to enhance pedestrian safety at Eastern Street at a special meeting, and decided to implement a number of improvement measures at the Eastern Street. A list of these improvement measures is attached.

3. TD will continue to closely monitor the traffic conditions of steep roads, make reference to Police's investigation reports and suggestions by the concerned District Councils, the transport trades and public members, and implement appropriate traffic measures as necessary.

Transport Department
July 2013

Improvement Measures at Eastern Street

	<u>Improvement Measures</u>	<u>Progress</u>
(i)	Publish Goods Vehicle Trade Newsletter (9th Edition) to remind the trades with tips and guidelines for safe operation of towing vehicles and driving on steep roads	Completed in July 2012
(ii)	Erect “black spot” and “beware vehicle rolls back” warning signs at Eastern Street	Completed on 3 August 2012
(iii)	Designate prohibited zone for vehicles over 5.5 tonnes at the section of Eastern Street between Queen’s Road West and Second Street	Completed on 17 August 2012
(iv)	Designate 24 hours no-stopping restricted zone at the section of Eastern Street between Queen’s Road West and Second Street	Completed on 17 August 2012
(v)	Re-lay the anti-skidding materials along Eastern Street	Completed on 21 August 2012
(vi)	Install concrete profile barriers at First Street near Eastern Street	Completed on 28 September 2012
(vii)	Publish tips and guidelines for safe driving of goods vehicles in a new issue of Road Safety Bulletin	Completed on 28 November 2012
(viii)	Install concrete profile barriers at Queen’s Road West near Eastern Street	Completed on 29 November 2012