

**Additional Information in respect of Agenda Item(V) -
Package to Strengthen Speeding Enforcement**

I. Statistics on Speeding Enforcement Operations

The statistics of speeding enforcement operations undertaken by the Police in the last three years are set out below-

	1996	1997	1998	Total
Hong Kong Island	951	1,978	1,861	4,790
Kowloon (West)	1,186	1,247	1,427	3,860
Kowloon (East)	2,495	2,707	2,876	8,078
NT (South)	1,389	1,459	2,285	5,133
NT (North)	403	1,783	1,990	4,176
Total	6,424	9,174	10,439	26,037

II. The Relationship amongst Speeding, Road Design and Speed Limit

The speed limit imposed on a road is the maximum speed that is legally allowed which must not be exceeded at any time.

The criteria in determining the speed limit of a road are set out in the Transport Planning and Design Manual which are drawn up on the basis of internationally accepted highway design and engineering practices. These criteria include -

- (i) The type of roads such as trunk roads, primary distributors or village roads.
- (ii) Geometric design standards such as gradient, alignment and width.
- (iii) Road surface characteristics e.g. skidding resistance and texture depth of the surface material.
- (iv) Other design features such as frontage access, grade separated junctions, parking, stopping, loading and unloading restrictions.

The speed limit of all new roads are reviewed within 2 years after commissioning and then every 3 to 6 years thereafter. Speed limits may be adjusted upwards or downwards having regard to the following factors-

- (i) the original design speed;
- (ii) the number and nature of traffic accidents on the road;
- (iii) the actual average speed of vehicles travelling on the road;
- (iv) changes in road characteristics which might lead to a change in pedestrian and vehicular flow; and
- (v) changes in vehicle technology which might affect vehicle speed and safety performance.

The objective of such reviews is to ensure that a right balance is struck between traffic flow and road safety.

As part of our package of measures to improve conditions for road users, we will conduct a comprehensive speed limit review of major trunk roads and expressways. The first two phases of this review have been completed. The third and final phase is expected to be completed by mid-1999. The preliminary findings suggest there is scope to adjust the speed of some of our expressways upwards to enhance travel flow. This is due largely to the advancement in automobile design engineering which has resulted in modern vehicles being equipped with improved brakes and steering capabilities.

There is no evidence to suggest that the design of roads and speed limits have caused drivers to speed.