

**Bills Committee on
Road Traffic Legislation (Amendment) Bill 2000**

Introduction

This paper sets out the Administration's response to the information requested by Members of the Bills Committee concerning traffic accident and speeding enforcement records.

Background

2. At the Bills Committee held on 5 June 2000, Members requested the Administration to provide the following information –

- (a) the traffic accident records of the before and after situation of those road sections with their speed limits relaxed in 1997 and 1998;
- (b) details of the traffic accidents at Tai Chung Kiu Road in 1999 and 2000; and
- (c) details of the enforcement action taken by Police on speeding offences in the past six months.

Traffic Accident Records

3. The Transport Department reviewed the speed limit of about 60 road sections in the territory in 1997 and 1998. Majority of the reviews were completed in late 1998/early 1999, new speed limits on some of the roads and expressways have hence been implemented only since March 1999.

Details of Traffic Accidents at Tai Chung Kiu Road

4. The Police do not have computer records of detailed traffic accident reports which do not involve any casualties. Given the time constraint, the Police could only reconstruct the details of traffic accidents which occurred at Tai Chung Kiu Road between July 1999 and May 2000 which resulted in casualties.

5. In 1999 (July – December), 18 traffic accidents with 20 people injured occurred at Tai Chung Kiu Road. For the first five months of 2000, 17 accidents with one person killed and 44 people injured occurred. Most were attributed to driving too close to vehicle in front, not following traffic signals or driving too fast. The fatal accident which occurred in 2000 was caused by speeding. Detailed analysis of the accidents is at Annex A.

6. Given the time constraint, the Police is not able to compile the necessary statistics on the number of enforcement actions taken in 1999 on speeding offences.

Warning Signs and Road Markings

7. To alert drivers of the need to reduce speed before the start of the change in speed limit of a particular road section, the Transport Department has identified at Annex B a number of priority road sections covering major highways and approaches to road tunnels where “reduce speed signs” and yellow bar road markings or other appropriate markings would be placed. The installation of road signs / road markings for these sections would be completed by the end of 2000.

8. The Administration would continue to identify other road sections where advance warning signs or road markings should be placed as appropriate.

9 June 2000

**Summary statistics of traffic accidents on Tai Chung Kiu Road
for the period of 1999 (July - December)**

		Fatal	Serious	Slight	Total
No. of traffic accidents		0	2	16	18
No. of casualties		0	2	18	20
No. of vehicles involved		0	3	23	26
Type of collision	Vehicle collision with vehicle	0	1	6	7
	Vehicle collision with pedestrian barrier rail	0	0	1	1
	Vehicle collision with other	0	0	3	3
	No collision	0	1	6	7
	<i>Sub-total</i>	0	2	16	18
Type of vehicles involved	Motor-cycle				1
	Private car				8
	Bus				5
	Taxi				3
	Bicycle				9
	<i>Sub-total</i>				26
Contributory factors					
Environment	No environment factor (i.e. road design, maintenance, etc)				18
Driver	Driving too fast				1
	Driving too close to vehicle in front				3
	Overtaking on offside negligently				1
	Careless lane changing				1
	Turning left negligently				1
	Starting negligently				1
	Disobeying traffic signal				1
	Losing control of vehicle				6
	Other driver factor				2
	No driver factor				9
	<i>Sub-total</i>				26
Vehicle	Other vehicle factor				2
	No vehicle factor				24
	<i>Sub-total</i>				26

**Summary statistics of traffic accidents on Tai Chung Kiu Road
for the period of 2000 (January - May)**

		Fatal	Serious	Slight	Total
No. of traffic accidents		1	2	14	17
No. of casualties		1	16	28	45
No. of vehicles involved		2	4	21	27
Type of collision	Vehicle collision with vehicle	1	2	6	9
	Vehicle collision with crash barrier	0	0	2	2
	Vehicle collision with other	0	0	1	1
	None	0	0	5	5
	<i>Sub-total</i>	<i>1</i>	<i>2</i>	<i>14</i>	<i>17</i>
Type of vehicles involved	Motor-cycle				2
	Private car				6
	LGV (other)				2
	MGV – tractor				1
	Bus				5
	PLB-Normal				1
	PLB – Green				2
	Taxi				6
	Bicycle				2
	<i>Sub-total</i>				<i>27</i>
Contributory factors					
Environment	Slippery road (not related to weather)				1
	No environment factor (i.e. road design, maintenance, etc)				16
	<i>Sub-total</i>				<i>17</i>
Driver	Exceeding speed limit				1
	Driving too close to kerb				1
	Driving too close to vehicle in front				3
	Careless lane changing				2
	Disobeying traffic signal				3
	Losing control of vehicle				1
	Trying to avoid collision or otherwise; stopping suddenly				1
	Other driver factor				1
	No driver factor				14
	<i>Sub-total</i>				<i>27</i>
Vehicle	No vehicle factor				27

**A list of priority road sections where
road markings or other appropriate signs would be placed**

- (a) Island Eastern Corridor
- (b) West Kowloon Highway
- (c) Kwun Tong Bypass
- (d) Tolo Highway
- (e) Fanling Highway
- (f) Shatin Road
- (g) Tai Po Road (Shatin Race Course)
- (h) San Tin Highway
- (i) Yuen Long Highway
- (j) Route 3 (Country Park Section)
- (k) Ting Kau Bridge
- (l) Lantau Link
- (m) North Lantau Highway
- (n) Tuen Mun Road
- (o) Tsuen Wan Road
- (p) Tsing Kwai Highway
- (q) Tate's Cairn Tunnel Road
- (r) Ma On Shan Road