For information **PWSCI(2001-02)5**

NOTE FOR PUBLIC WORKS SUBCOMMITTEE OF FINANCE COMMITTEE

Supplementary information on 17TC -
Area Traffic Control and Closed Circuit Television Systems
for Tai Po and North Districts

INTRODUCTION

When Members considered PWSC(2001-02)8 on **17TC** - "Area Traffic Control and Closed Circuit Television Systems for Tai Po and North Districts" at the Public Works Subcommittee meeting on 18 April 2001, the Administration undertook to provide details on how the reduction in journey time, delay and number of stops relating to the implementation of the Area Traffic Control (ATC) system to Tai Po and North Districts is calculated.

THE ADMINISTRATION'S RESPONSE

2. The estimated reduction in journey time, delay and number of stops by an average of 30%, 50% and 40% respectively relating to the implementation of the ATC system to Tai Po and North Districts is based on the results of a survey conducted on traffic before and after a similar ATC system was installed in Sha Tin District in 1998. Details of the survey are at the Enclosure.

3. As Tai Po and North Districts are located just north of Sha Tin District with a similar geographical setting, it is expected that similar savings in journey time, delay and number of stops can be achieved by the introduction of the ATC system in both districts.

Transport Bureau
May 2001

Enclosure to PWSCI(2001-02)5

Summary of the 'Before and After Survey' for the ATC system in Sha Tin District

The objective of the survey was to evaluate the traffic performance of selected routes and signalised junctions in Sha Tin District before and after the implementation of ATC system in 1998.

2. The "before" study survey for the junctions under the previous non-ATC system was conducted in June 1997, while the "after" study survey for the junctions under ATC was undertaken in March/April 1998. The surveys were conducted in the Tai Wai, Siu Lek Yuen and Sha Tin Central areas on three consecutive normal weekdays from Tuesday to Thursday along 12 selected routes covering both minor and major road junctions.

3. The survey showed a significant improvement in the overall reduction of journey time, delay and number of stops by an average of about 30%, 50% and 40% respectively. Details are as follows -

Period	Journey Time (minutes)	Delay (seconds)	No. of Stops (no.)
	- Total of all 12 surveyed routes -		
AM Peak			
Before	84.6	1795.6	65.9
After	59.3	873.8	36.8
Difference	25.3	921.8	29.1
% Benefit	30%	51%	44%
PM Peak			
Before	88.7	1988.5	68.4
After	64.4	955.6	38.1
Difference	24.3	1032.9	30.3
% Benefit	27%	52%	44%

4. Improvement in the overall traffic performance was achieved through the optimization of green times due to the presence of detectors, allowing skipping and shortening of signal stages, and adaptive selection of the most appropriate cycle length by the ATC system to cope with the prevailing traffic conditions.