

香港特別行政區政府

The Government of the Hong Kong Special Administrative Region

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Transport and
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Ms. Sophie LAU
Clerk to Panel on Transport
Legislative Council
Legislative Council Complex
1 Legislative Council Road
Central, Hong Kong

17 December 2015

Dear Ms. LAU,

Panel on Transport

Illegal parking of vehicles in business area of Central and the pilot scheme on spiral roundabout

Thank you for your letter of 20 November 2015 to the Transport and Housing Bureau referring the concerns of the Hon TANG Ka-piu over the illegal parking in business area of Central and the pilot scheme on spiral roundabouts. Our reply on these issues is set out below.

Illegal parking of vehicles in business area of Central

The Police have been closely monitoring the road traffic situations in all districts and striving to ensure smooth traffic and road safety, thereby reducing traffic accidents. For illegal parking of vehicles in business area of Central, the Police will, taking account of the actual road situation, manpower deployment on the spot, operational priorities as well as whether the location concerned is a traffic accident or traffic offence black spot, etc, take enforcement actions as appropriate, including

giving verbal warnings, issuing fixed penalty tickets (“FPTs”) or summonses, and even towing away vehicles causing serious obstruction.

The Police issued over 50 000 FPTs in 2014 against illegal parking in Central district and over 46 000 FPTs in the first 10 months of this year. The Police will continue to cooperate with all relevant departments, closely monitor the situation and proactively take enforcement actions.

As regard to other road traffic issues in business area of Central, the Transport Department (“TD”) points out that as the old buildings in Central were constructed without internal transport facilities, the locals have to make use of kerbsides for loading/unloading activities. Having considered the traffic condition and local needs as well as striking a balance between traffic flows, loading/unloading activities and parking demand, etc, the TD has designated no stopping zone at suitable road sections to restrict certain vehicle types from stopping during specified time periods so as to ensure smooth traffic flow. Due to site constraints, there are not many areas suitable for designating as new on-street parking spaces. In the long-term, when there are redevelopment projects in Central, the TD will require provision of adequate internal parking spaces and loading/unloading facilities in the new development projects to meet the need for internal transport facilities.

Trial Scheme on Spiral Roundabouts

In regard to the trial scheme on spiral roundabouts, according to the TD’s information, the TD initiated a trial scheme on spiral roundabouts after consulting the Road Safety Research Committee (“RSRC”) of the Road Safety Council in 2004. Spiral roundabouts can, through painting appropriate traffic lane markings, let drivers travelling along the outer lane of roundabouts note that they must give way to vehicles leaving roundabouts from the inner lane. At present, the TD has installed 10 spiral roundabouts in the territory.

Since it is uncertain whether motorists could adapt to the road marking system of spiral roundabouts, the TD after thorough consideration, decides to carry out the trial in a gradual and orderly manner. The TD identified four two-lane roundabouts with relatively low traffic flow, namely Yau Tong (Lei Yue Mun Road/Ko Chiu Road), Tseung Kwan O (Po Ning Road/Chiu Shun Road/Hang Hau Road), Tuen Mun (Lam Tei Interchange) and Chai Wan (Chai Wan Road/Wan Tsui Road), for the first-stage trial conducted from 2004 and 2008. The TD, in collaboration with academics from

local universities, collected and analysed the data derived from the first-stage trial to evaluate its effectiveness. As the data includes the information on how motorists use the roundabouts as well as the record of traffic accidents spanning two years before and after conversion of the roundabouts, a longer time is required for collecting and compiling the data. According to the data and views collected, it has been found that the roundabouts with lower traffic flow after conversion into spiral roundabouts have operated smoothly and spiral roundabouts are well-received by motorists.

With the assessment results, the TD further consulted the RSRC in 2009 and 2010 and secured its support to carry out the second-stage trial to extend the trial scheme to roundabouts with relatively high traffic flow. With a view to further testing the effectiveness, the RSRC recommended the Government to identify a district for trial on a district basis and choose a three-lane roundabout to test whether it could be converted into a spiral roundabout.

The TD subsequently identified Tseung Kwan O for a district trial. Four two-lane roundabouts with relatively high traffic flow (Wan Po Road/Chiu Shun Road, Po Ning Road/Ying Yip Road/Sheung Ning Road, Po Hong Road/Po Yap Road and Po Ning Road/Po Shun Road/Po Lam Road North) and two two-lane roundabouts with relatively low traffic flow (Po Shun Road/King Ling Road/Tong Ming Street and Po Ning Road/Chiu Shun Road/Hang Hau Road (the latter was the roundabout covered in the first-stage)) in Tseung Kwan O were converted into spiral roundabouts. The TD also identified a three-lane roundabout at Hoi Fai Road of Tai Kok Tsui for trial. The conversion works of the roundabout at Hoi Fai Road of Tai Kok Tsui were completed in June 2011 while that of the roundabouts at Tseung Kwan O had been gradually completed since 2013 and all of them were completed in December 2015. According to the on-site observations, no traffic chaos is found at the concerned spiral roundabouts.

In respect of publicity, Chapter 5 of the “Road Users’ Code” and the “Tips on Driving Through Roundabouts” in TD’s website have set out the rules and advice for motorists to drive through roundabouts, including the ways for entering, circling and leaving roundabouts, the matters that motorists have to pay attention to, and the routes for driving at roundabouts. Those rules and advice are also applicable to spiral roundabouts. In addition, “Issue 30 of Road Safety Bulletin: How Much You Know about Rules of Using Roundabouts” explains in detail the ways for driving through conventional and spiral roundabouts. Generally speaking, the proper way for driving through spiral roundabouts is to follow general driving rule i.e. vehicles changing

lanes should give way to vehicles travelling on the main lane.

The TD has commenced the collation and analysis of the data for the second-stage trial scheme for evaluating the effectiveness of the spiral roundabouts with higher traffic flow. Preliminary results are expected to be available in 2017. Subject to satisfactory results, the TD will prepare plans for conversion of other conventional roundabouts into spiral ones.

Yours sincerely,

(Ms Freda CHAN)
for Secretary for Transport and Housing

c.c.:

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