

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

Speed Limits

Introduction

This paper reports on –

- (a) the outcome of the Administration's consideration of suggestions made by the public in 1999 and 2000 concerning the review of speed limits of certain road sections;
- (b) the standards and existing policy on the provision of regulatory signs showing the maximum speed limit of roads and other warning signs showing the change of speed limit; and
- (c) the breakdown of enforcement statistics on speeding offences in 1997 – 1999 with reference to the speed limits of road sections.

Review of Speed Limits

2. In 1998 and 1999, Transport Department conducted a comprehensive review on speed limits of major road sections in Hong Kong. Over 40 major road sections were reviewed and the speed limits of 18 of them have been relaxed. The results of the review are summarised at **Annex A**.

3. In 1999 and 2000, the Administration received suggestions from the public, including Members of the Legislative Council and the transport trade, to review the speed limits of 18 road sections. Review on 16 of the road sections have been completed. The speed limit of one of the road sections has been relaxed while that for the remaining 15 sections remain unchanged. As regards the remaining 2 road sections, no review was conducted as there were either drainage or road works going on or planned for that particular section, such that traffic would not be moving at its normal speed. A summary of the results of the review is at **Annex B**.

4. When reviewing the speed limit of a road section, the Administration takes into account the following factors –

- (a) the number of changes in speed limit on a stretch of road should be minimised. For local hazards, appropriate warning signs would be provided rather than lowering the speed limit. The length of road section under consideration should not be less than 1 km;
- (b) the design speed and environment of the road section;
- (c) the accident history of the road section;
- (d) the prevailing speed adopted by the majority of drivers of light vehicles during off-peak periods, i.e. 85th percentile vehicle speed; and
- (e) the road surface characteristics if the speed limit of a road is to be relaxed to 80 km/h or above.

5. Relaxation of speed limit would only be recommended if it would not have any adverse impact on road safety.

6. Review of speed limit is an on-going exercise. The Administration welcomes suggestions from all sectors on the speed limit of a certain road section. The Administration will carry out a thorough review on receipt of any suggestion.

Provision of regulatory signs

7. To provide advance warning to motorists, traffic signs are provided for road sections where the speed limit along the mainline ahead is lowered by 20 km/h or more, e.g. from 100 km/h to 80 km/h, or from 80 km/h to 50 km/h. These signs are erected in pairs at about 100 metres ahead of the change of speed limit.

8. To give drivers additional warning, the Administration has also conducted a trial of placing yellow bar road markings at locations which involve a significant reduction in speed limit, for example, at the approaches to the toll plaza on North Lantau Highway. The trial has been completed and the performance of the yellow bar road markings is found to be satisfactory. We will be extending the road markings to other locations as appropriate. A typical layout showing the arrangement of the warning signs and road markings is at **Annex C**.

9. To improve the readability of the speed limit signs, we have already started to increase the size of the signs including repeater signs, if site condition permits. We have also taken action on removing the wording of "km/h" in the sign face as motorists are already accustomed to the metric unit of km/h. This would allow the use of a larger size numeral for 2 or 3 digit speed limit. The new speed limit signs are already in use on our expressways. We plan to replace all existing speed signs with new signs in about two years.

Breakdown of Speeding Statistics

10. We do not have a breakdown of speeding offences with reference to the speed limits of roads. We have provided for Members' reference some speeding statistics on Fanling and Tolo Highways for 1999 based on data gathered from speed enforcement cameras installed on the highways (see **Annex D**).

11. From these statistics, it is observed that about 10% of the speeding cases occurring on roads with a speed limit of either 80 or 100 km/h are of a serious nature (i.e. over 30 km/h). This is in line with the general speeding statistics that about 10% of the cases are in excess of the speed limit by over 30 km/h and would pose a significantly higher potential danger to other road-users. It is also noted that for roads with a higher speed limit of 100 km/h, the majority of speeding cases (two-third) are in excess of the speed limit by 11 to 15 km/h while for roads with a lower speed limit of 80 km/h, the majority of the speeding cases (70%) are in excess of the speed limit by 16 to 30 km/h.

Transport Bureau
25 May 2000

Results of the Comprehensive Review of Speed Limit in Hong Kong

Section of Roads	Recommended Change in Speed Limit	Implementation Date
Fanling Highway (Eastbound between San Tin Interchange and Sheung Shui Interchange)	80→100 km/h	28 March 99
West Kowloon Highway	80→100 km/h	
West Kowloon Corridor (Southbound Tong Mei Rd section)	50→70 km/h	
Tuen Mun Road (between Sham Tsang Interchange and Wong Chu Rd)	70→80 km/h	
Yuen Long Highway (between Lam Tei and Pok Oi Interchange)	70→80 km/h	18 April 99
Castle Peak Road (between Lam Tei Main St and Tan Kwai Tsuen Road, (between Ping Ha Rd and Long Tin Rd)	50→70 km/h	
Princess Margaret Road (between PM Flyover and Ho Man Tin Interchange)	50→70 km/h	
North Lantau Highway (between Toll Plaza and Tung Chung)	100→110 km/h	
Lung Cheung Road (Eastbound between Fung Mo St and Hammer Hill Rd)	50→70 km/h	2 May 99
New Clear Water Bay Road (between Clear Water Bay Road at Choi Wan Estate and Shun Lee Tsuen Rd)	50→70 km/h	
Kwai Chung Road (between Lai Chi Kok Bridge and West Kowloon Corridor)	50→70 km/h	
Aberdeen Praya Road (between Wong Chuk Hang Rd and the slip road to Aberdeen Main Rd)	50→70 km/h	
Lion Rock Tunnel Road (between Toll plaza and Sha Tin Road)	70→80 km/h	1 Oct 99
Sha Tin Road (between Lion Rock Tunnel Rd and Pok Hong Estate)	70→80 km/h	
Sai Sha Road (between Hang Hong Street and Ma On Shan Road)	50→70 km/h	
Tai Po Road – Shatin (between Shing Mun Tunnel Road and Fo Tan Road)	70→80 km/h	

Section of Roads	Recommended Change in Speed Limit	Implementation Date
Shing Mun Tunnel Road (between tunnel portal and Tai Po Road - Shatin)	70→80 km/h	17 Oct 99
North Lantau Highway toll plaza area (airport bound)	50→80 km/h	10 Nov 99

Those roads with speed limit unchanged after review

Sections of roads	Existing speed limit
Gloucester Road (Westbound between Cannon Street and Tonnochy Road)	50 km/h
Gloucester Road (remaining section between Harcourt Road and Island East Corridor)	70 km/h
Gloucester Road and Victoria Park Road (Westbound between Tonnochy Road and Island East Corridor)	50 km/h
Route 7 (between Central and West District)	70 km/h
Pokfulam Road (between Pokfulam Garden and Victoria Road)	50 km/h
Tsing Kwai Highway (between Mei Foo Interchange and Cheung Tsing Tunnel)	80 km/h
Kwun Tong Road (between Hong Tak Road and Ngan Tau Kok Road)	50 km/h
Tai Chung Kiu Road (between Lion Rock Tunnel Road and Fo Tan Road)	50 km/h
Jockey Club Road (between Lok Yip Road and Yat Ming Road)	70 km/h
Sai Sha Road (between Nai Chung and Tai Mong Tsai Road)	50 km/h
San Tin Highway	100 km/h
Tolo Highway (between Ma Liu Shui Interchange and Race Course)	80/100 km/h
T6 Bridge, Shatin	80 km/h
Tate's Cairn Highway (between toll plaza and Tolo Highway)	70/80 km/h

Annex A

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Sections of roads	Existing speed limit
Sha Tin Road (between Sha Lek Highway and Tai Po Road - Sha Tin)	80 km/h
LantauLink (between NT Tsing Yi Interchange and North Lantau Highway Toll Plaza)	80 km/h
Cheung Tsing Highway (between Cheung Tsing Tunnel and NW Tsing Yi Interchange)	80 km/h
Route 3 (Ting Kau Bridge and Tai Lam Tunnel)	80/100 km/h
Fanling Highway (between Lam Kam Interchange and Sheung Shui Interchange)	100 km/h
Cheung Pei Shan Road	80 km/h
Tsuen Wan Road	70 km/h
Castle Peak Road (between Cheung Wing Road and Texaco Road)	70 km/h
Ching Cheung Road (between Butterfly Interchange and Kwai Chung Road)	70 km/h
Hoi On Road	50 km/h
Castle Peak Road (between Butterfly Valley Interchange and Cheong Wing Road)	50 km/h

Summary of Requests for Relaxation of Speed LimitTable 1 : Accepted cases

Serial no.	Initiator	Location	Reviewed or not	Relaxed or not
1	Individual via TCU	Sai Sha Road between Hang Hong St. and Hang Fai St.	Yes	Yes, 50 to 70 km/h

Table 2 : Rejected cases

Serial no.	Initiator	Location (existing speed limit)	Reviewed or not	Relaxed or not	Reasons for not reviewing or refusal
2	District Council & media	Tai Chung Kiu Road between Fo Tan Road and Lion Rock Tunnel Road (50 km/h)	Yes	No	The speed survey result did not recommend the increase of speed limit to 70 km/h. Factors : (b) and (d)
3	District Council	Tai Po Tai Wo Road between Yuen Shin Road and On Cheung Road (50 km/h)	Yes	No	The speed survey result did not recommend the increase of the speed limit. Factor : (d)
4	District Council	Ting Kok Road between Yuen Shin Road and Dai Kwai Street (50 km/h)	Yes	No	The speed survey result did not recommend the increase of the speed limit. Factor : (d)
5	Individual	Ma On Shan Road near Heng On Estate (50 km/h)	No	No	A new road project affecting the concerned road section will commence in 2000. The speed limit of that section will be reviewed after the project has been completed.

Annex B

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Serial no.	Initiator	Location (existing speed limit)	Reviewed or not	Relaxed or not	Reasons for not reviewing or refusal
6	Taxi trade via LegCo Member	Tolo Highway near Hong Lok Yuen roundabout (100 km/h)	Yes	No	A similar proposal to reduce the speed limit from 100 to 80 km/h was received previously. It was turned down to maintain a consistent speed limit along Tolo Highway. Improvements being implemented to warn drivers of local hazards. Factor : (a)
7	Taxi trade via LegCo Member	Island Eastern Corridor near Hang Fa Chuen (50 km/h)	Yes	No	Relaxation not recommended due to strong objection from local residents on road safety grounds.
8	LegCo Member	Nam Fung Road, Wong Chuk Hang (50 km/h)	Yes	No	There are a number of access/junctions at the western end of Nam Fung Road (NFR). Also, there is a pedestrian crossing outside South Island School. Hence, increasing the speed limit can be hazardous to pedestrians. There may also be stopping problems as the section of NFR W/B approaching Wong Chuk Hang Path has a steep gradient. Factor : (b)
9	LegCo Member	Island Road near Hong Kong Country Club (50 km/h)	Yes	No	The 85 th percentile speed recorded was actually lower than 50km/h. Drivers should not be encouraged to drive faster than 50km/h on such a winding road. Factors : (b) and (d)

Annex B

(Page 3 of 4)

Serial no.	Initiator	Location (existing speed limit)	Reviewed or not	Relaxed or not	Reasons for not reviewing or refusal
10	Individual	Wong Chuk Hang Road (50 km/h)	No	No	No review conducted because road construction and drainage works are in progress. The speed limit of this road will be reviewed on completion of the works.
11	Taxi trade via LegCo Member and individual	Aberdeen Praya Road between Wong Chuk Hang Road and slip road to Aberdeen Main Road (50 km/h)	Yes	No	This section was reviewed in 1999 and the speed limit was relaxed from 50 km/h to 70 km/h. However, because of road construction and drainage works, the speed limit is temporarily reduced to 50 km/h.
12	Taxi trade via LegCo Member	Airport Road adjoining North Lantau Highway near Cathay Pacific Building (70 km/h)	Yes (under AA's jurisdiction)	No	The Airport Road is under Airport Authority's (AA) jurisdiction. Its design speed is 70 km/h and AA did not agree to raising it to 80 km/h.
13	Individual	Kwai Tsing Bridge (50 km/h)	Yes	No	The roads on both sides have a speed limit of 50 km/h and relaxation is not recommended in order to minimize frequent change of speed limit within a short distance. Factor : (a)
14	Individual	Tsing Tsuen Bridge (50 km/h)	Yes	No	The roads on both sides have a speed limit of 50 km/h and relaxation is not recommended in order to minimize frequent change of speed limit within a short distance.

Annex B

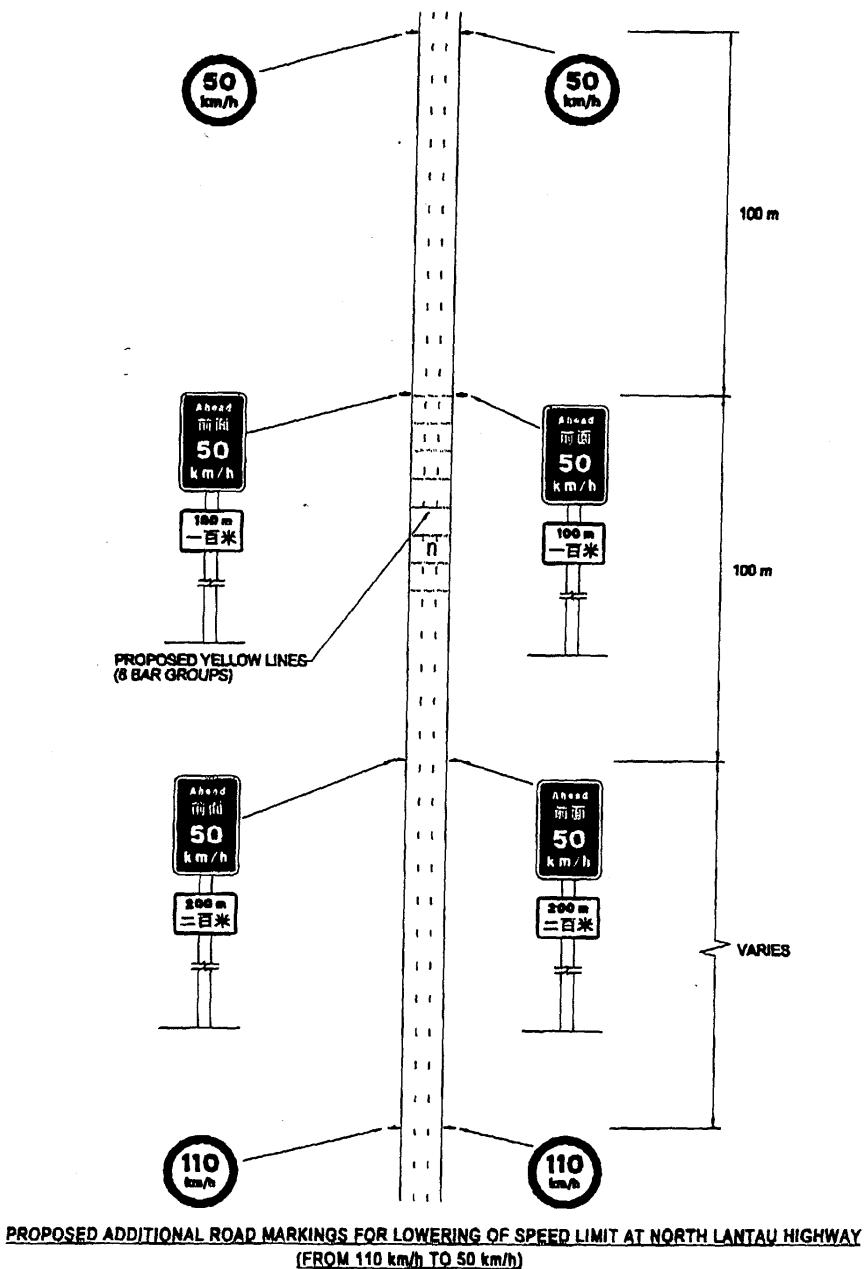
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Serial no.	Initiator	Location (existing speed limit)	Reviewed or not	Relaxed or not	Reasons for not reviewing or refusal
15	LegCo Member	Tsing Kwai Highway adjoining Cheung Tsing Tunnel (80 km/h)	Yes	No	Relaxation not recommended as 85 th percentile speeds are only slightly above 80 km/h (i.e. 82.98 km/h N/B and 82.24 km/h S/B) Factor : (d)
16	Taxi trade via LegCo Member	Yuen Long Pok Oi Hospital Roundabout (50 km/h)	Yes	No	The roundabout is a local junction. There are road safety concerns over relaxation of the speed limit. Yellow bar markings have been placed at the approaches to alert drivers. Factors : (a) and (b)
17	Taxi trade via LegCo Member	Kwun Tong Road between Ngau Tau Kok Road and Hong Tak Road (50 km/h)	Yes	No	This section was included in our comprehensive review in 1999. Relaxation not recommended mainly because of the large number of bus stopping activities (38 bus routes are involved). Factor : (b) and (d)
18	Taxi trade via LegCo Member	Tai Po Road near Kowloon Magistracy (50 km/h)	Yes	No	Relaxation not recommended to avoid frequent change of speed limits within a short distance. Factor : (a)

Factors :

- (a) The number of changes in speed limit on a stretch of roads should be minimized. For local hazards, appropriate warning signs would be provided rather than lowering the speed limit. The length of road section under consideration should normally not be less than 1 km.
- (b) The geometry and environment of the road section.
- (c) The accident history of the road section.
- (d) The prevailing speed adopted by the majority of drivers of light vehicles during off-peak periods, i.e. 85th percentile vehicle speed.

Annex C



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Annex D

Tolo and Fanling Highways - Speed Enforcement Camera (3/99-4/00)
Summary on prosecutions with breakdown by posted speed limit

Locations	Speeding in excess of speed limit by (km/h)	≤15	>15 but ≤30	>30 but ≤45	>45	Total
Tolo Highway (Posted Speed 80 km/h)	No. of prosecutions	457	2306	206	54	3023
	Percentage:	15%	76%	7%	2%	100%
Tolo / Fanling Highway (Posted Speed 100 km/h)	No. of prosecutions	3103	1555	388	120	5166
	Percentage:	60%	30%	8%	2%	100%
Grand Total:		3560	3861	594	174	8189