

Traffic Branch Headquarters,
32/F, Arsenal House,
Police Headquarters,
Wanchai, Hong Kong.

**Notes of Special Meeting held on 2005.05.10
to Discuss Castle Peak Road Improvement Project
Proposed Right Turn Junctions between Area 2 & Ka Loon Tsuen**

In Attendance :-

Police:	Mr. B.D.M. Hancock	CSP Traffic
	Mr. CHIU Kai-ting	SSP Adm Traffic
	Mr. LAM Yiu-wing	SSP Traffic NTS
	Mr. WONG Chi-hang	SP TMAN
	Mr. NGAI Shu-tak	CIP DEV TMAN
	Mr. CHEUNG Kong-sang	SIP DEV TMAN
	Mr. LAM Yam-man	IP RMO Traffic NTS
HyD:	Mr. Adrian NG	Project Manager, Major Works
	Mr. WAN Man-leung	Deputy Project Manager, Major Works (2)
TD:	Mr. LEE Yan-ming	Chief Engineer, Traffic Engineering (NT/W) Division

Introduction

At Highways Department's request, a special meeting was held between 1000 hrs and 1100 hrs on 2005.05.10 at the Conference Room, Traffic Branch Headquarters, Arsenal House, PHQ. A summary of the comments, responses and opinions by different parties is reproduced hereunder.

Mr. Adrian NG (HyD)

- Original design concept was to build a 2 lane dual carriageway minimizing right turn access so that traffic flow along Castle Peak Road could be optimized without compromising safety. To facilitate local residents, 4 junctions allowing right turns into slip roads and 4 roundabouts were catered for;
- Construction work started in 2001 and will be completed in phases from now

until 2007;

- Existing Castle Peak Road before improvement is a single carriageway with about 30 locations permitting right turn in-out movements. During the construction period, current ingress/egress to these locations will be kept until completion;
- In the intervening period TD and HyD had been approached by local resident groups to retain right turn access to various properties. HyD and TD have commissioned their consultants to review the possibility of additional right turn movements on Castle Peak Road. 5 possible locations were identified. Of these 5 locations, a roundabout (recently gazetted and authorized), will be build outside Bayside Villa. Regarding the remaining 4 locations, HyD has discussed with TD as to the most suitable way forward;
- HyD recognized that Police had not been consulted earlier in this process, leading to the current situation. Apologies were offered for this oversight. However as plans were still being considered and nothing concrete decided, HyD valued input from Police and other involved parties.

Mr. Y M LEE (TD)

- Traffic volume at the remaining 4 suggested locations does not warrant traffic lights;
- Subject to Police and HyD agreement, a right turn into Long Beach Gardens was feasible, as HyD has provided a right turn lane allowing vehicles to wait but not obstruct others. However right turns out should be banned.

Mr. B.D.M. Hancock (Police)

- Police wished to focus meeting on general principles rather than a detailed examination of each proposed right turn.
- Police considered the original design ideal, however recent deviations to incorporate additional right turns had compromised the enhanced safety features of the upgraded road. TD's input was valued in this regard.

Mr. Y M LEE (TD)

- TD looks at individual cases to examine the possibility of allowing right turns in/out without reducing dual 2 lane arrangement;
- In response to Police question re. need to reduce 70 kph limit at such turns, TD stated that it would depend on the design of the road at that point, and whether Police recommended any reduction;
- Each location will be examined for good sight-lines and whether HyD can

provide physical measures to allow right turns in/out.

Mr. Y W LAM (Police)

- On 2005.04.14 the consultant had briefed Police that for junctions of this nature the speed limit would be reduced, and he enquired if this principle had now been changed?

Mr. Adrian NG (HyD)

- The design principle for Castle Peak Road improvements has not been changed. The current proposals under discussion are being reviewed and discussed in order to determine whether residents' demands can be met in some form without deviating from the original design concept.

Mr. M L WAN (HyD)

- HyD together with TD has further reviewed proposals for the 4 remaining locations for further discussion in this meeting;
- Allowing right turn in only outside Long Beach Gardens;
- The proposed right turn junction to Sunny Villa will not be pursued;
- The right turn in junction to Lot 417 will not be pursued;
- To allow a right turn in junction outside Sea Crest Villa Phase 4, as the road is wide enough for a feeder lane and has good sight-lines.

Mr. K S CHEUNG (Police)

- At a meeting with the Consultant last week, Police had noted some demand for a right turn out but very little demand for right turn in to Long Beach Gardens. Police also pointed out that the signaled junction about 50 meters to the west of Long Beach Gardens could be modified to allow u-turns to facilitate vehicles coming out from Long Beach Villa to head for Kowloon. The Consultant undertook to consider;
- Regarding Sea Crest Villa Phase 4, there are roundabouts on both sides, not far from the site. As these facilitate access, the need for an additional junction was hard to justify.

Mr. B.D.M. Hancock (Police)

- Noted that HyD and TD's criteria for creating right turn junctions had been publicly stated on a number of occasions. In the original design published in 2001, sufficient roundabouts had been included to cater for demand;
- The original design was well thought out and met its purpose in providing

enhanced traffic flow and improved road safety. It included 11 footbridges to segregate pedestrians from motorists;

- The Police view was that opening up additional right turn junctions would seriously compromise the original design and carry considerable safety implications;
- Even if movement was restricted to right turns in only, this would place turning vehicles in the path of oncoming traffic, which at 70 kph was unacceptable. Even a reduction to 50 kph did not greatly improve safety, whilst any temporary speed restriction undermined the upgrading of the road;
- Further, the creation of so many additional breaks in the central divider (to accommodate these turns) encouraged jay-walking, whilst PLBs and taxis would likely loiter there to await passengers;
- By so compromising the original design, additional Police resources would be needed to enforce speeding and jay-walking. All of these points had been pointed out to HyD in writing already, and nothing had changed following today's discussions.

Mr. Y M LEE (TD)

- TD considered that safety and other issues should be looked at again to see if these junctions should be banned. The decision should be a joint decision by the Government.

Mr. B.D.M. Hancock (Police)

- Police had heard nothing to change their stance that any deviation from the original design would unnecessarily compromise safety. This was equally the case whether one or five or more turns were added. For the record, Police did not support these proposed changes;
- Police reiterated that they fully agreed with the original design but did not agree with the major changes that were being proposed. Further, if HyD acceded to residents requests, it would be very difficult for them to control design criteria in the future.

Mr. Adrian NG (HyD)

- HyD appreciated this input from Police and TD and would not unilaterally change the design unless it was agreed by all parties.

Mr. B.D.M. Hancock (Police)

- Noted a follow-up article in today's newspaper (Apple Daily) saying that some

junctions are built on a trial basis. The Police view remained that whether temporary or permanent, their inclusion in the plan could not be supported for the safety and enforcement reasons already detailed above.

Mr. Adrian NG (HyD)

- Noted that the media may have misunderstood the current situation. Existing right turns were temporary only insofar as they remained open until construction was completed, when they would be closed up. For the eastern end of the road, it was hoped that all work could be completed by late May/early June, after which these right turns would be sealed.
- HyD reiterated that this had been a useful discussion and helped to clarify the Police's views on this matter. It was agreed that the best way forward was to adhere to the authorised design and proposals for the additional right turn locations should not be further pursued.

Mr. B.D.M. Hancock (Police)

- Thanked all parties for openly sharing views on this problem. As the lead Department in this issue, it was for HyD to consider how best to proceed, based on this discussion and the Police views re. safety and enforcement.

Meeting concluded at 1100 hrs