

第四章 Chapter 4

道路工程和車輛維修

Engineering and Vehicle Maintenance



藉著各種工程措施改善道路環境，務求使交通意外能不斷減少，是道路安全計劃及道路改善工程的首要目標。當局在各處地點個別研究發生交通意外的模式，從而找出導致意外的共通因素，然後為這些地點定出一些成本低而又可以在短時間內施行的補救措施。

研究和實地調查

一如過往，由於可以花在交通意外調查工作上的資源有限，所以須分緩急程序來先後進行。目前，獲得優先處理進行調查的地點，是在12個月內最少發生過6宗涉及行人的意外或9宗有人受傷而不論傷勢輕重的意外。這種方法可以將用於調查和施行補救措施這兩種工作的有限資源，優先調配給須即時處理的地點，以便獲得最大的效益，因而在減少交通意外方面達到最佳效果。在二零零零年，經運輸署調查的地點共有146個，另外進行了兩次與交通意外有關的地區考察。

由於市民的道路安全意識有所提升，符合上述準則的地點已愈來愈少。有些地點的交通意外數字雖比上述準則要求的最低數字為少，但由於受到公眾特別關注或是較頻密發生意外的地點，當局現在也派出人員調查。近年，隨著區議會更積極參與交通事務，區議員及關注團體要求當局調查一些備受大眾關注的地點，也愈來愈多。

The principal aim of road safety programmes and projects continues to be the alteration of the road environment by engineering measures to achieve a lasting reduction in road accidents and associated injuries. At individual locations, accident patterns are studied to reveal common contributory factors. Low cost remedial measures which can be implemented quickly are then devised for these sites.

Research and Site Investigation

As in previous years the limited resources available to accident investigation dictate an approach based on priorities. At present, priority is given to sites which have at least (i) 6 pedestrian accidents or (ii) 9 accidents with personal injury of any category in a 12-month period. This approach directs the limited available resources for both investigation and implementation of remedial measures towards priority sites, to making the benefit in improvement of road safety. In 2000, Transport Department investigated a total of 146 sites and conducted two area studies of traffic accidents.

With the enhancement of road safety, the number of sites fulfilling the criteria is decreasing. Sites that have accident records lower than the threshold criteria are now being investigated based upon special interest from the general public or those which have a rising accident frequency. Given the increased involvement of District Councils on traffic matters, there has been an increase in requests from District Council members and interested stakeholders for investigation of particular locations.



標準改善措施

若干解決交通問題的標準方法，已證實適用於本港多個地區。這些方法包括：

- 於行人過路處劃上道路標記。



劃上黃色線條的行人過路處
Pedestrian Crossing Markings

- 設置交通燈的綠色箭咀指示燈號。
- 高架交通燈號。

充水式防撞系統

路政署在港島筲箕灣耀興道的道路中央分隔欄的緊急出口，安裝了一組充水式防撞系統，並進行試驗和監測。在一次試驗中，這防撞系統可以在一分四十八秒的時間內移開，讓消防車通過。路政署將安排試驗，加速移開防撞系統的時間，以達到消防處的要求。



充水式防撞系統（筲箕灣耀興道）。
Water-filled barrier at Yiu Hing Road,
Shaueiwan.

Standard Improvement Measures

Certain standard solutions have been found appropriate for application on a territory-wide basis. Some of the measures already in progress are :

- Pedestrian Crossing Markings
- Indicative Green Arrows at Traffic Signals
- Overhead Traffic Signals



架空交通燈
Overhead Traffic Light Signal

Water-filled Barrier System

Highways Department has installed a water-filled barrier system at an opening of the central carriageway divider of Yiu Hing Road as a trial. The condition of the water filled barrier is being monitored. Water-filled barriers have demonstrated that they can be removed within 1 minute and 48 seconds for a fire engine to pass through. Further site demonstrations will be arranged to reduce the time of removal required by Fire Services Department.



防撞車架

路政署已經開始在高速公路上試用防撞車架(一種撞擊力衰減器)，以減低在工地範圍所發生意外的傷亡嚴重程度。



Truck Mounted Attenuators

Highways Department has commenced the trial use of truck mounted attenuators to reduce the severity of accidents for work zones on high speed roads.



防撞車架(一種撞擊力衰減器)
Truck mounted attenuator

三波式防撞欄

為對重型車輛提供較佳的保護，路政署已經在天水圍朗天路試裝一款三波式防撞欄，並進行監測，以評估這種防撞欄的效用。



Thrie-beam Safety Barrier Fence

In order to provide better protection to heavy vehicles, Highways Department has installed a Thrie-beam safety barrier fence at Long Tin Road as a trial. The condition of the barrier fence is being monitored for evaluation of its effectiveness.



三波式防撞欄(天水圍朗天路)。
Thrie-beam safety barrier at Long Tin Road,
Tin Shui Wai.



車輛檢驗

凡在道路上行駛的車輛，其構造必須合乎標準，並經常有妥善的維修，以確保適宜在道路上安全行駛。運輸署的車輛檢驗部肩負了這方面的工作。

車輛類型評定

絕大部分的車輛，在未經註冊前，其所屬型號的第一輛車，必須先要通過車輛類型評定及檢驗，以確保符合《道路交通（車輛構造及保養）規例》。所有商用車輛亦須每年通過一項檢驗，證明適宜於道路上行駛。

續牌前須驗車的規定

現時所有的士、公共小型巴士、專利巴士、非專利巴士、私家小型巴士、貨車、特殊用途車輛、拖車及車齡超過6年的私家車，都必須先經過檢驗，在獲發給檢驗汽車機械及格證書後，方可續牌。

專利巴士

當局對專利巴士進行抽查，並檢控使用損壞巴士的專利巴士公司，加上平時在管理階層上的密切監察，均令專利巴士的維修工作標準得以提高。不定期檢驗非專利巴士的措施仍有繼續實施，現在這類車輛的保養情況正逐漸改善。

學校私家小巴的安全

為了提高學校私家小巴的安全，由一九九九年十月一日起，運輸署已將學校私家小巴納入客運營業證的監管計劃內。當時容許私家小巴營辦商，最長可享有16個月的寬限期以申請客運營業證。直到二零零一年二月一日起，所有提供學校私家小巴服務的營辦商，須為旗下每部車輛領取客

Vehicle Examination

It is essential that all vehicles must be constructed and maintained properly to be roadworthy for safe use on the road. The responsibility is undertaken by the Vehicle Examination Division of the Transport Department.

Vehicle Type Approval

For most of the vehicles, before their registration, the first one of the model would undergo a type approval application and examination to ensure that that type of vehicle complied with the Road Traffic (Construction and Maintenance of Vehicles) Regulations. All commercial vehicles would also undergo annual roadworthiness examination.

Pre-licensing Inspection Requirement

Presently all taxis, public light buses, franchised and non-franchised buses, private light buses, goods vehicles, special purpose vehicles, trailers and private cars (over 6 years old) must be inspected and issued with a Certificate of Roadworthiness as a prerequisite for licence renewal.

Franchised Buses

Spot checks on franchised buses and prosecutions against franchised bus operators who operate defective buses, together with close monitoring at management level, has resulted in higher standards of maintenance of franchised buses. Call-up inspection of non-franchised buses also continued, and this has resulted in a gradual improvement in the maintenance of these vehicles.

Safety of School Private Light Bus

To enhance safety, school private light buses have been put under the control of the passenger service licence scheme with effect from 1 October 1999. A maximum transitional period of 16 months was allowed for school private light bus operators to apply for passenger service licence. With effect from 1 February 2001, all operators providing school private light bus service are required



運營業證及客運營業證證明書。運輸署將與其他政府部門協商，緊密監察學校私家小巴的安全。

車輛安全

為減低貨車在倒車時引致的意外，當局已通過新法例，要求所有貨車必須安裝倒車警告鳴聲器，有關法例並於二零零零年四月一日生效。為配合科技發展，容許道路上的車輛使用視像顯示器的新法例，亦於同日生效。為防止濫用儀器作非導航或駕駛用途，法例亦規定不能使用它來觀看電視節目或預錄影像的軟件。

to hold passenger service licences and passenger service licence certificates for each of their vehicles. Transport Department will monitor the safety of school private light buses closely in consultation with other government departments.

Vehicle Safety

To address the problem of accidents caused by goods vehicles in reversing, new legislation has been passed to require the installation of reverse alarms on all goods vehicles, with effect from 1 April 2000. On the same day, new legislation allowing the use of visual display device on vehicles will take effect. It however restricts the device from being abused for viewing television broadcast or pre-recorded materials that is not allowed by the regulations.

