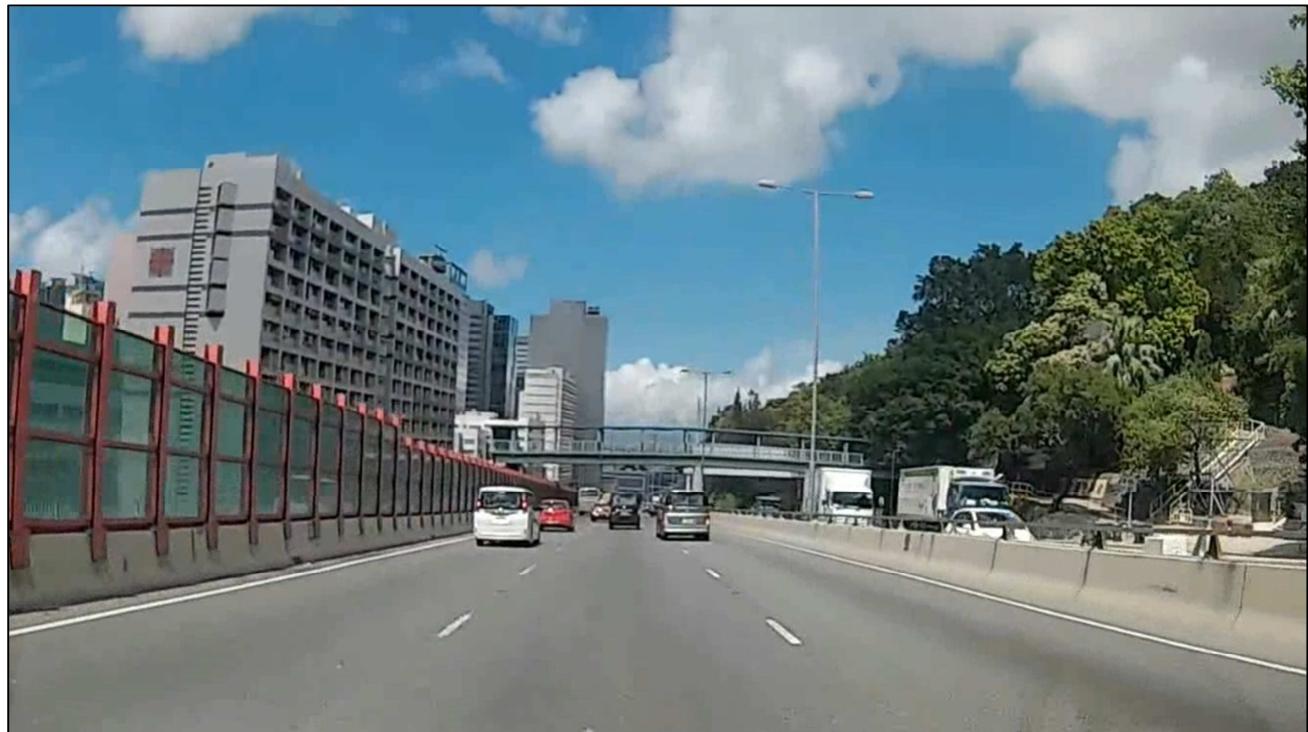


Technical Report

Speed Limit Review 2017

Ching Cheung Road near Caritas Medical Centre
(Both Bounds)



Prepared by: PO Tin-chi (TOT/T)

Date: August 2017

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1. Introduction

Speed limit is imposed on roads as a way to control vehicle speed. Without speed limit, road users tend to drive at high speed and may cause traffic accident. On the other hand, over-restricting driving behavior with low speed limit may not utilize the road facilities and fail to meet road users' need. To ensure the speed limit of a certain road is suitable, an overall review of speed limits should carry out regularly to strike the balance between satisfaction of road users and road safety.

In this report, a section of Ching Cheung Road has been chosen to review the speed limit. To determine whether the speed limit of the road is required to change, a spot speed survey was conducted to collect instantaneous vehicle speeds and the vehicle flow with classification. These data are essential to assess the appropriate speed limit.

2. Site Investigation

Ching Cheung Road, a dual carriageway, is a part of the route 7 which connects Lung Cheung Road (E/B) and Kwai Chung Road (W/B). It also links Tsing Kwai Highway, Kwai Tsing Container Terminal and Kowloon East Industrial Area. Therefore, many heavy goods vehicles, container vehicles and buses are using the road.

The chosen section of Ching Cheung Road under review is approximately 1.25km long and its location is shown in Figure 1.

In this road section, the existing speed limit is 70km/h. There are 4 gently inclining lanes eastbound and 3 declining lanes westbound. For eastbound, there are two slip roads connecting the review section to Tai Po Road. Whereas for westbound, there is one slip road connecting to Wing Tak Road.

3. Methodology

Spot speed survey is an on-site survey that measure the instantaneous speed of vehicles at certain road section. It is frequently used to review speed limit. There are few points should be noted when conducting this survey.

- Vehicle count with classification should be done at the same time
- Free-flowing vehicles (large headways and lateral displacement) should be targeted when measuring speed
- When using speed detector, aim to the license plate will be easier to get reading
- Surveyor should avoid being seen as it may affect drivers' behavior

3.1. Survey Period and Location

The spot speed survey was conducted on 26th July 2017, a sunny Wednesday, during off-peak period, 10:00-12:00 & 14:00-16:00, when free traffic flow is likely to be observed. With good visibility on that day, speeds of vehicles were easy to capture.

After examine the survey site, two observation points were found which may be possible to carry out the survey. One is the footbridge crossing Ching Cheung Road near Caritas Medical Centre and the other is the kerbside near Wong Tai Sin Temple.

Observation point on the footbridge crossing Ching Cheung Road near Caritas Medical Centre (also shown in Figure 1) was selected based on the following reasons.

1. From above, surveyors could observe and target vehicles with least effort
2. The location is safer to surveyors
3. On footbridge, surveyors can avoid disturbing drivers by aiming at the back of vehicles
4. Easier to capture speed of westbound vehicle

The survey method is demonstrated in Figure 2.



Figure 2 – Observation Point and Survey Method

3.2. Staff Deployment and Briefing

As the review section is part of highway with high vehicular flow, more staffs are needed to ensure sufficient manpower. 6 staffs were deployed in this survey, 2 surveyors carried out the vehicle count with classification, 1 surveyor measured speed of vehicle and read speed data while 1 surveyor recorded data. 2 staffs were acted as replacement if necessary.

The categories of classification of vehicle count are light vehicle and heavy vehicle. Light vehicle includes private car, taxi, light goods vehicle and light bus while heavy vehicle includes medium goods vehicle, heavy goods vehicle, bus and coach.

Before the day of survey, a briefing section was conducted. Surveyors were briefed about the survey method including the usage of speed detector, targeted vehicle, and sample size to be taken. Survey sheets were checked and distributed for counter-checking as well.

3.3. Equipment Used and Data Collection Method

A hand-held radar speed detector was used to capture the instantaneous speeds of vehicles. It operates by transmitting high frequency microwave beam towards a vehicle and measures the speed of vehicle by measuring the change in frequency of the reflected wave. Other than speed detector, additional batteries were brought to ensure the detector would function properly.

After arrived the observation point, a brief site investigation was conducted to ensure no traffic accident and congestion happened at the vicinity since these events will affect the reliability of data collected.

In 10:00-12:00, Ching Cheung Road eastbound was observed for 1 hour, and after that, westbound was observed for another 1 hour. Meanwhile, vehicle count with classification was conducted. In 14:00-16:00, the above survey was repeated once. During the survey period, no congestion and traffic accident is observed.

4. Analysis and Results

After the survey, data were input to computer for analysis and record.

For eastbound, 6205 vehicles were recorded including 5095 light vehicles (Private Car, Taxi, LGV, Light Bus) and 1110 heavy vehicles (MGV, HGV, Bus, Coach). While for westbound, among 6734 vehicles recorded, 5529 were light vehicles and 1205 were heavy vehicles. It is noted that during the survey period, around 80% vehicles observed were light vehicle.

For speed recording part, 580 and 630 light vehicles were captured for eastbound and westbound respectively in the survey period.

In general, heavy vehicles are slower and clumsier than light vehicles. Therefore, to make the result more precise, only samples of light vehicle are used.

Table 1 summarizes the survey result.

Vehicle Count Survey						Spot Speed Survey	
Survey Period		*LV		*HV		Sample Size (*LV)	
		No.	%	No.	%	No.	%
EB	10:00 – 11:00	2503	84.8%	450	15.2%	246	8.3%
	14:00 – 15:00	2592	79.7%	660	20.3%	334	10.3%
WB	11:00 – 12:00	2727	81.3%	627	18.7%	312	9.3%
	15:00 – 16:00	2802	82.9%	578	17.1%	318	9.4%

Table 1 – Result of Vehicle Count Survey and Spot Speed Survey

Please refer to Appendix 1 for detail survey result.

The surveyed speed data were sorted and categorized into groups. The group ranges are from 30km/h to 107km/h with interval 2km/h. A frequency table was made and statistics like mean, range, standard deviation and 85 percentile were calculated. Cumulative frequency curves and bar charts were plotted to illustrate the speed distribution. For detail please see Appendix 2 & 3.

5. Accident Statistics

Accident rate of the location is another crucial factor that needed to take into account when consider changing a speed limit.

In the previous 12-months period, from 26 July 2016 to 25 July 2017, 16 accidents were recorded for eastbound including 1 fatal accident, 4 seriously injured and 11 slightly injured. Whereas, for westbound, 14 accidents were reported including 0 fatal accident, 2 seriously injured and 12 slightly injured. To see the details of accident record, please refer to Appendix 4

The Accident Rate can be calculated as below.

$$\text{Accident Rate} = \frac{A_C \times 10^6}{T \times L}$$

Where A_C = No. of personal injury accidents over the latest 12 months period

T = The annual traffic flow

L = Length of section in kilometers

The accident rates of the review section for eastbound and westbound are 0.73 and 0.64 respectively.

The rates are below 2016 territorial average 1.18. Also, the reasons of the accidents classified as serious injury and fatal are not speed related. Therefore, from the accident prevention point of view, there is no need to change the speed limit.

6. Summary & Conclusion

After integrating survey data and analysis, the findings are summarized as below:

- Among all vehicle using the review section, 80% belongs to light vehicle
- For eastbound, 85 percentile speed of sampled light vehicles was 73 km/h for AM and PM.
- For westbound, 85 percentile speeds of sampled light vehicles were 71 km/h for AM and 70 km/h for PM
- The accident rates of both bounds of the review section are lower than the territorial average
- Fatal and seriously injured accidents in the review section are not speed related

With the above results and the assumption that speed limit should be the speed that 85% of drivers will travel at or below under free-flowing conditions, it is recommended to retain the existing speed limit 70 km/h.

7. Involvement

In the process of speed limit review, I participated in different positions.

- Survey preparation – survey briefing, field sheet design, speed detector testing
- On-site survey – counting vehicles with classification, recording speeds of vehicle using speed detector
- After survey analysis – data input, preparing figures, accident rate calculation

8. Experience Gained

Before this review, I have no idea the way to determine speed limit of a road. By going through different stages of the speed review, I learned not only the way to determine speed limit, but also the scientific concept and the method of analysis behind the speed limit review.

As I know, speed limit review is conducted almost every year. This experience helps me to understand the work flow of review so that I am able to guide other colleagues who do not have experience.

Appendices

Appendix 1 Spot Speed Survey Result

Appendix 2 Spot Speed Survey Analysis – Speed Distribution (Eastbound)

Appendix 3 Spot Speed Survey Analysis –Speed Distribution (Westbound)

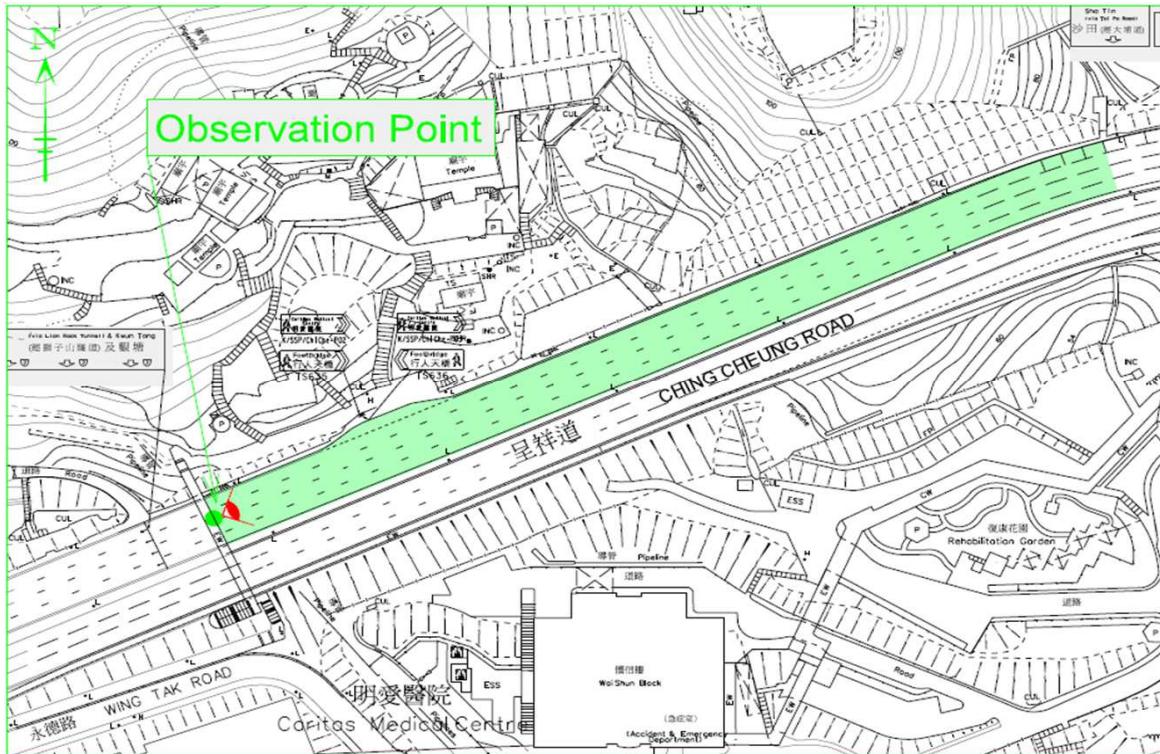
Appendix 4 Traffic Accident Record of Ching Cheung Road

TRAFFIC ENGINEERING (KOWLOON) DIVISION
TRAFFIC CENSUS

LOCATION : Ching Cheung Road E/B near Caritas Medical Centre

DATE : 26/07/2017 (Wed)

WEATHER : Fine



PERIOD	VEHICLE FLOW		
	LV	HV	TOTAL
10:00 - 10:15	594	111	705
10:15 - 10:30	618	110	728
10:30 - 10:45	671	108	779
10:45 - 11:00	620	121	741
TOTAL	2503	450	2953
<hr/>			
14:00 - 14:15	604	159	763
14:15 - 14:30	651	161	812
14:30 - 14:45	680	167	847
14:45 - 15:00	657	173	830
TOTAL	2592	660	3252

Remarks: LV: Light Vehicles (Private Car, Taxi, LGV, Light Bus)

HV: Heavy Vehicles (MGV, HGV, Bus, Coach)

OBSERVERS : CHUI Kwok-keung, CHAN Wing-yuen, WONG Lee-ping, YEUNG Tin-chi,
WONG Chi-kong and PO Tin-chi

Spot Speed Survey - Result Analysis

Location : Ching Cheung Road E/B near Caritas Medical Centre
Date : 26/07/2017 (Wed)
Weather : Fine

Traffic Flow and Vehicle Classification

Vehicle Flow					Speed Observation		
Survey Period	LV		HV		Total	Sample Size (LV)	%
	No.	%	No.	%			
10:00 - 10:15	594	84.3%	111	15.7%	705		
10:15 - 10:30	618	84.9%	110	15.1%	728		
10:30 - 10:45	671	86.1%	108	13.9%	779		
10:45 - 11:00	620	83.7%	121	16.3%	741		
AM Total	2503	84.8%	450	15.2%	2953	246	8.3%
14:00 - 14:15	604	79.2%	159	20.8%	763		
14:15 - 14:30	651	80.2%	161	19.8%	812		
14:30 - 14:45	680	80.3%	167	19.7%	847		
14:45 - 15:00	657	79.2%	173	20.8%	830		
PM Total	2592	79.7%	660	20.3%	3252	334	10.3%

Remarks: LV: Light Vehicles (Private Car, Taxi, LGV, Light Bus)

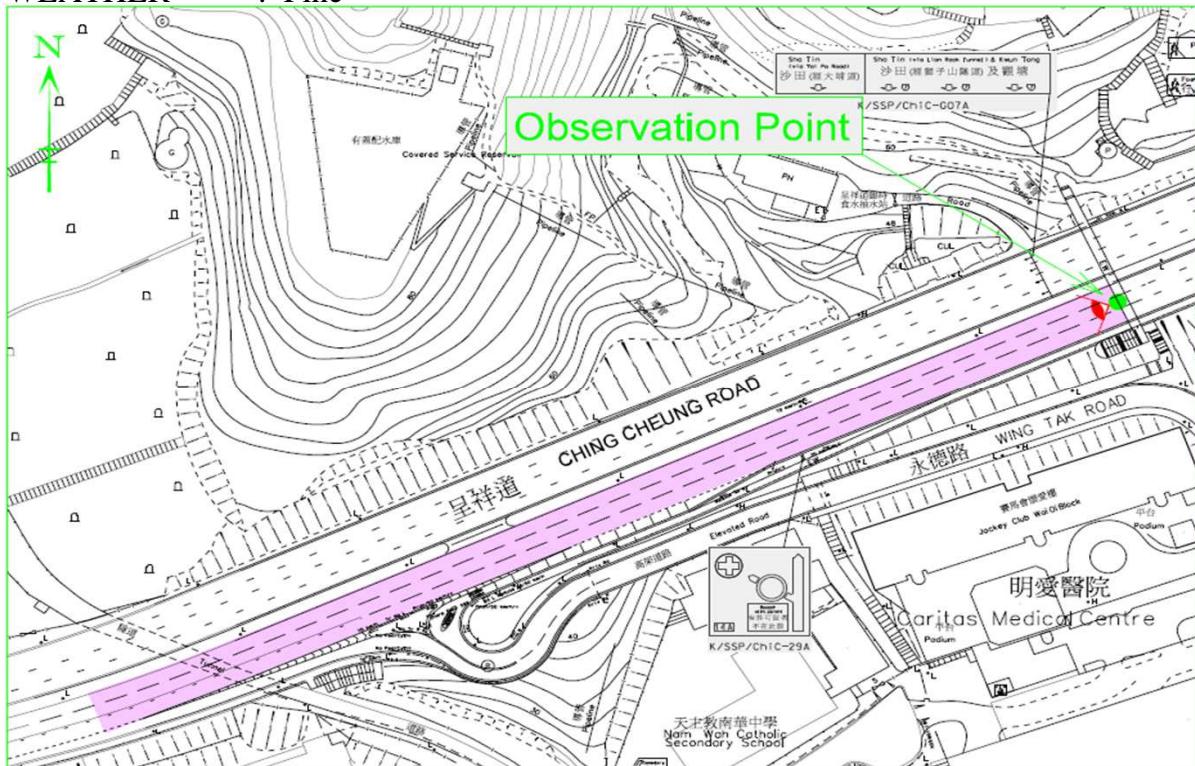
HV: Heavy Vehicles (MGV, HGV, Bus, Coach)

TRAFFIC ENGINEERING (KOWLOON) DIVISION
TRAFFIC CENSUS

LOCATION : Ching Cheung Road W/B near Caritas Medical Centre

DATE : 26/07/2017 (Wed)

WEATHER : Fine



PERIOD	VEHICLE FLOW		
	LV	HV	TOTAL
11:00 - 11:15	760	172	932
11:15 - 11:30	646	147	793
11:30 - 11:45	668	151	819
11:45 - 12:00	653	157	810
TOTAL	2727	627	3354
<hr/>			
15:00 - 15:15	732	163	895
15:15 - 15:30	758	139	897
15:30 - 15:45	692	141	833
15:45 - 16:00	620	135	755
TOTAL	2802	578	3380

Remarks: LV: Light Vehicles (Private Car, Taxi, LGV, Light Bus)

HV: Heavy Vehicles (MGV, HGV, Bus, Coach)

OBSERVERS : CHUI Kwok-keung, CHAN Wing-yuen, WONG Lee-ping, YEUNG Tin-chi,
 WONG Chi-kong and PO Tin-chi

Spot Speed Survey - Result Analysis

Location : Ching Cheung Road W/B near Caritas Medical Centre
Date : 26/07/2017 (Wed)
Weather : Fine

Traffic Flow and Vehicle Classification

Vehicle Flow						Speed Observation	
Survey Period	LV		HV		Total	Sample Size (LV)	%
	No.	%	No.	%			
11:00 - 11:15	760	81.5%	172	18.5%	932		
11:15 - 11:30	646	81.5%	147	18.5%	793		
11:30 - 11:45	668	81.6%	151	18.4%	819		
11:45 - 12:00	653	80.6%	157	19.4%	810		
AM Total	2727	81.3%	627	18.7%	3354	312	9.3%
15:00 - 15:15	732	81.8%	163	18.2%	895		
15:15 - 15:30	758	84.5%	139	15.5%	897		
15:30 - 15:45	692	83.1%	141	16.9%	833		
15:45 - 16:00	620	82.1%	135	17.9%	755		
PM Total	2802	82.9%	578	17.1%	3380	318	9.4%

Remarks: LV: Light Vehicles (Private Car, Taxi, LGV, Light Bus)

HV: Heavy Vehicles (MGV, HGV, Bus, Coach)

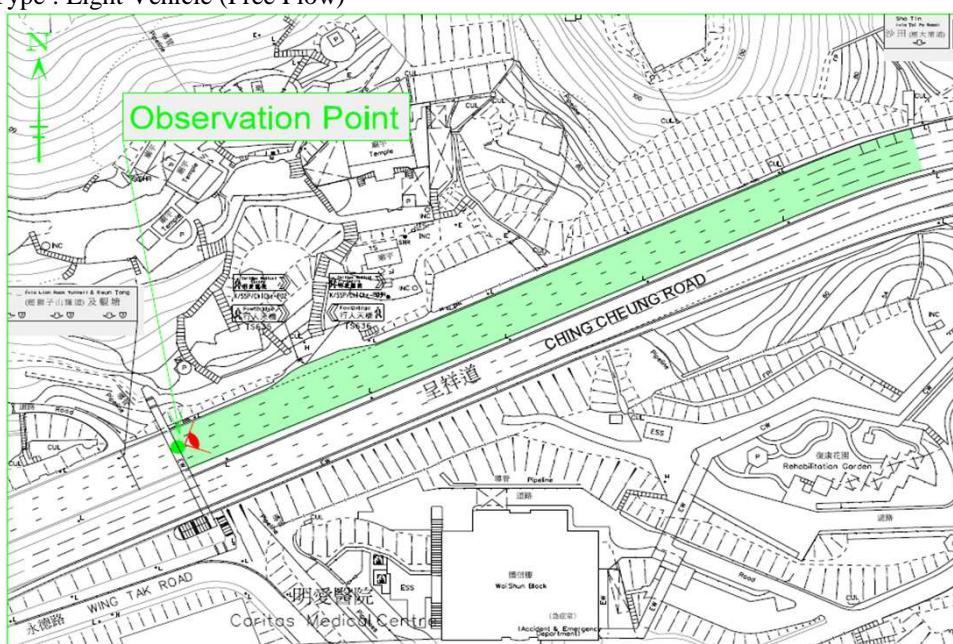
Spot Speed Survey

Location : Ching Cheung Road E/B near Caritas Medical Centre

Date : 26/07/2017 (Wed)

Time : 10:00 - 11:00

Vehicle Type : Light Vehicle (Free Flow)



Speed (km/h)	Class midpoint (km/h)	Frequency	Cumulative Frequency	C.F in %
From	To			
30	32	31	0	0.0%
33	35	34	0	0.0%
36	38	37	0	0.0%
39	41	40	0	0.0%
42	44	43	2	0.8%
45	47	46	4	2.4%
48	50	49	2	3.3%
51	53	52	11	7.7%
54	56	55	13	13.0%
57	59	58	25	23.2%
60	62	61	31	35.8%
63	65	64	38	51.2%
66	68	67	47	70.3%
69	71	70	24	80.1%
72	74	73	24	89.8%
75	77	76	6	92.3%
78	80	79	12	97.2%
81	83	82	1	97.6%
84	86	85	3	98.8%
87	89	88	1	99.2%
90	92	91	1	99.6%
93	95	94	0	99.6%
96	98	97	0	99.6%
99	101	100	0	99.6%
102	104	103	0	99.6%
105	107	106	1	100.0%
Total		246		

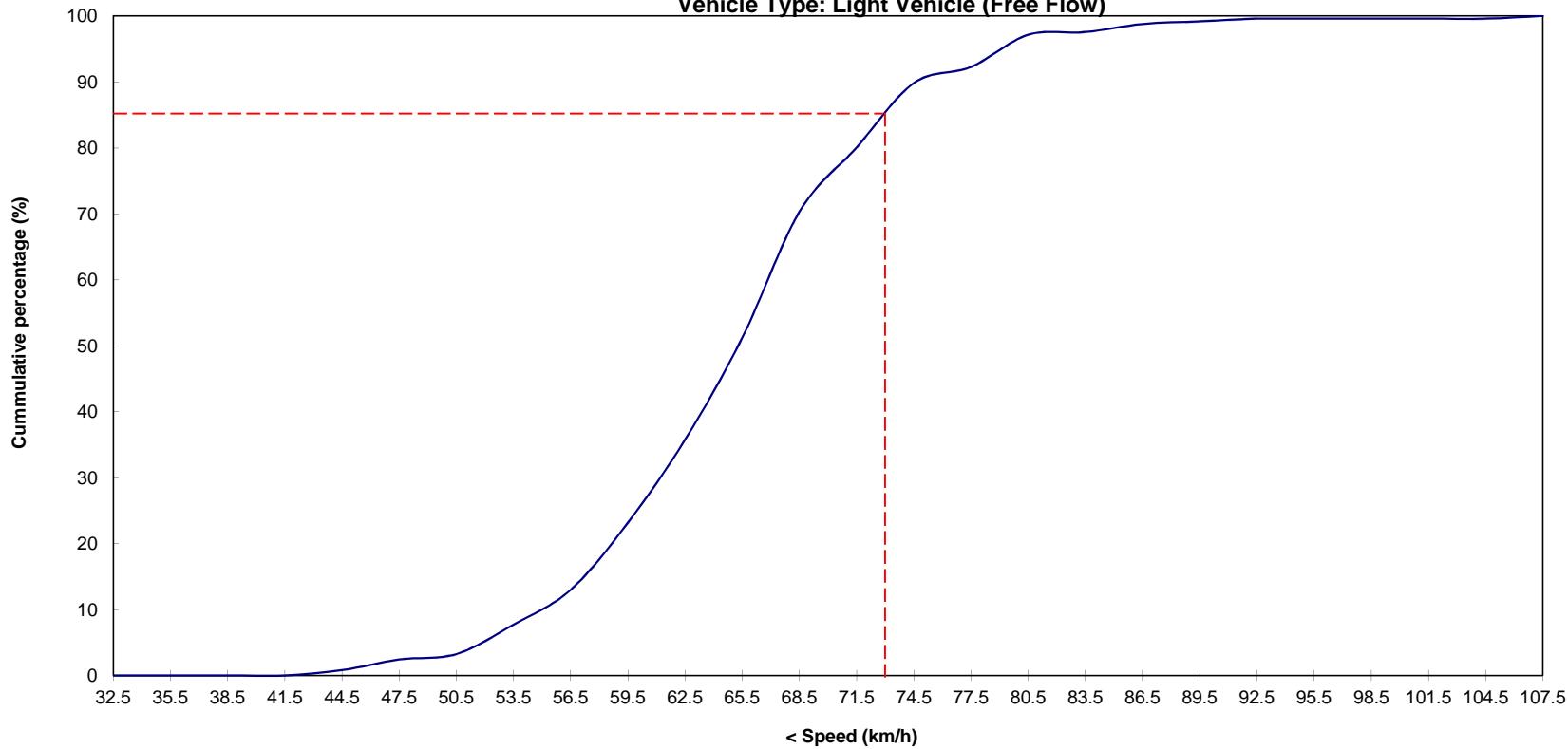
Maximum speed	=	105.0 km/h
Minimum speed	=	42.0 km/h
Mean speed	=	65.2 km/h
Standard deviation	=	8.47 km/h
85th percentile	=	73.00 km/h

Spot Speed Survey - Result Analysis

During 10:00 - 11:00 on 26-July-2017 (Wed)

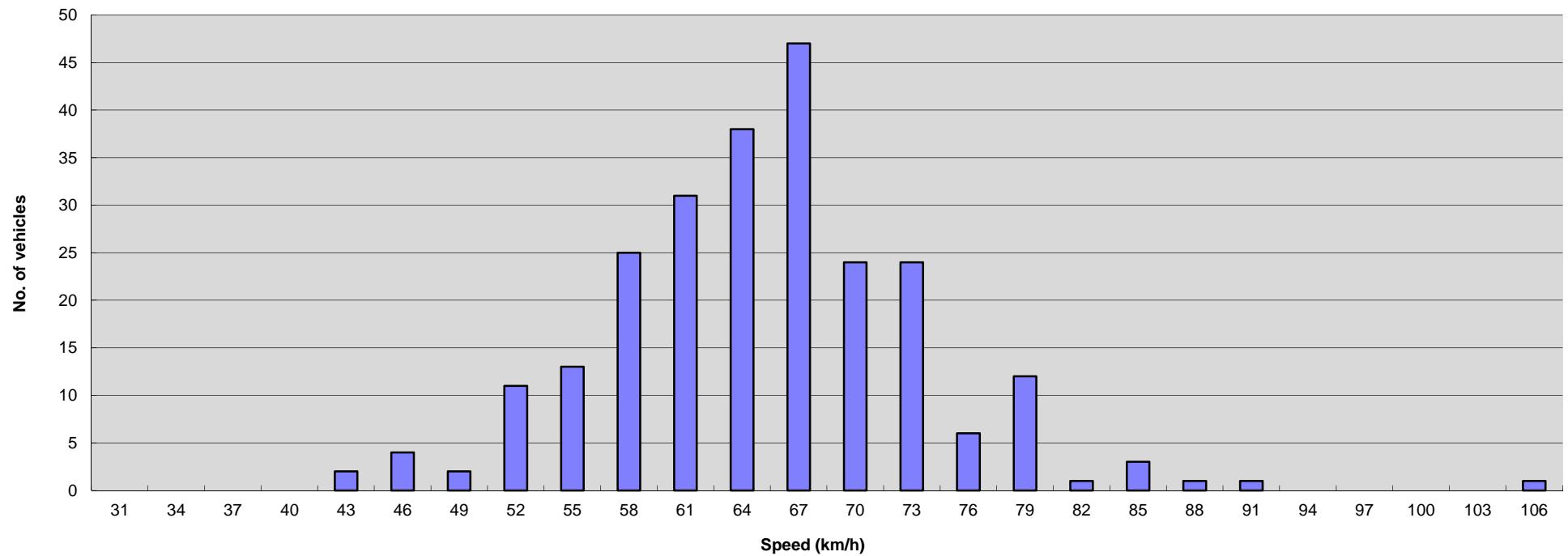
Ching Cheung Road (Eastbound) near Caritas Medical Centre

Vehicle Type: Light Vehicle (Free Flow)



Spot Speed Survey - Result Analysis

During 10:00-11:00 on 26-July-2017 (Wed)
Ching Cheung Road (Eastbound) near Caritas Medical Centre
Vehicle Type: Light Vehicle (Free Flow)



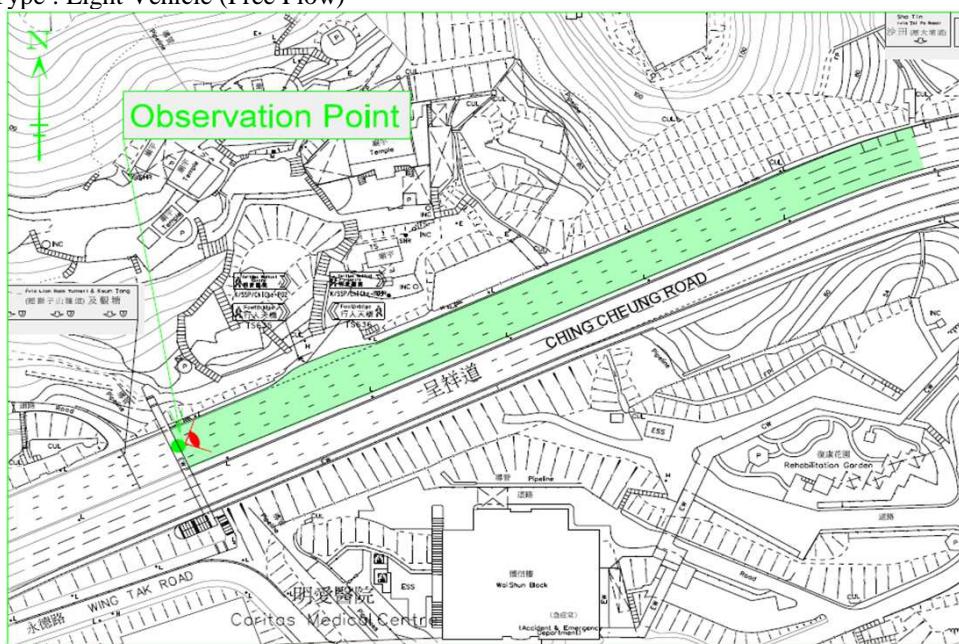
Spot Speed Survey

Location : Ching Cheung Road E/B near Caritas Medical Centre

Date : 26/07/2017 (Wed)

Time : 14:00 - 15:00

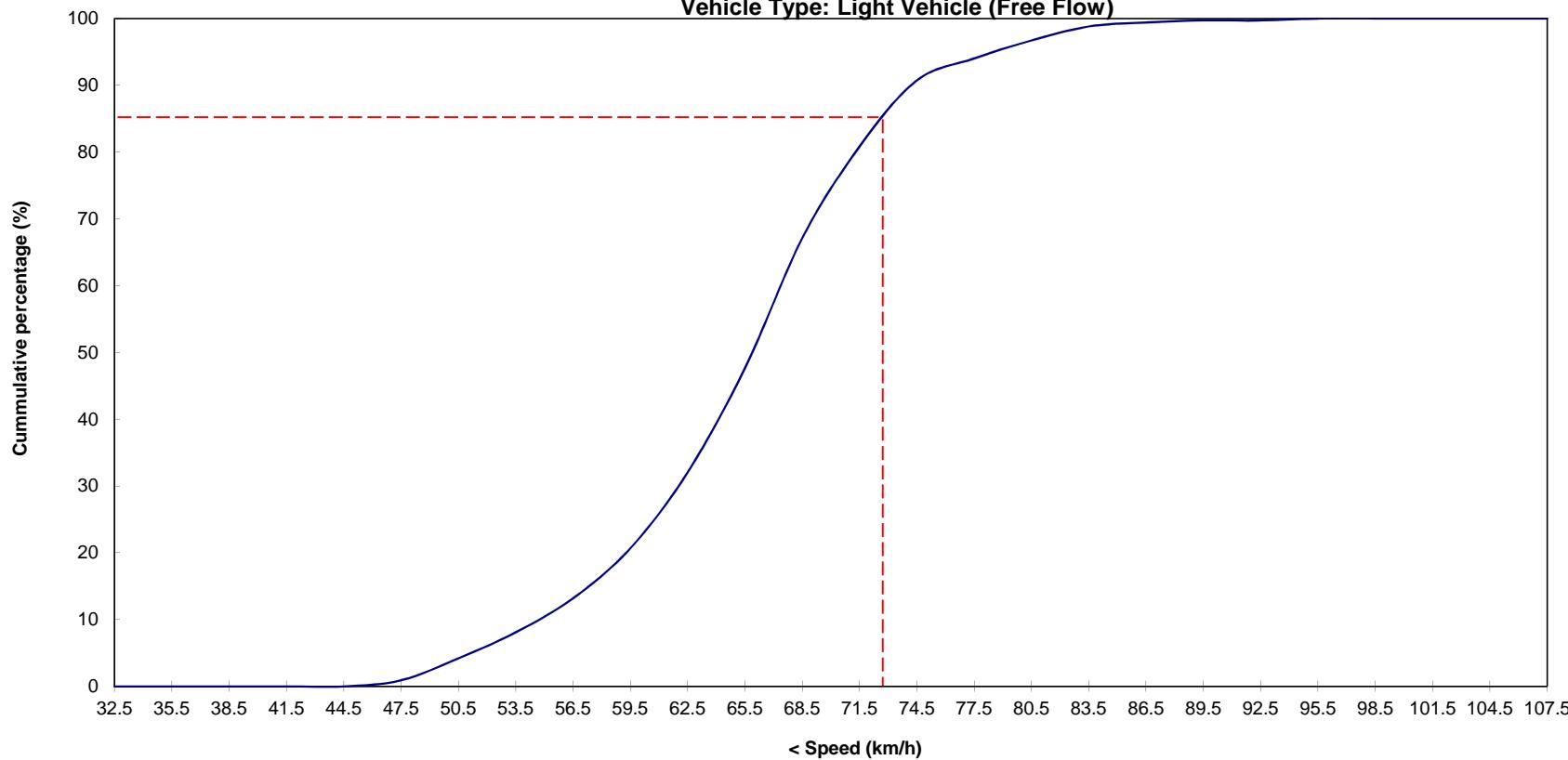
Vehicle Type : Light Vehicle (Free Flow)



Speed (km/h)	Class midpoint (km/h)	Frequency	Cumulative Frequency	C.F in %
From	To			
30	32	31	0	0.0%
33	35	34	0	0.0%
36	38	37	0	0.0%
39	41	40	0	0.0%
42	44	43	0	0.0%
45	47	46	3	0.9%
48	50	49	11	4.2%
51	53	52	13	8.1%
54	56	55	17	13.2%
57	59	58	25	20.7%
60	62	61	38	32.0%
63	65	64	52	47.6%
66	68	67	65	67.1%
69	71	70	46	80.8%
72	74	73	33	90.7%
75	77	76	11	94.0%
78	80	79	9	96.7%
81	83	82	7	98.8%
84	86	85	2	99.4%
87	89	88	1	99.7%
90	92	91	0	99.7%
93	95	94	1	100.0%
96	98	97	0	100.0%
99	101	100	0	100.0%
102	104	103	0	100.0%
105	107	106	0	100.0%
Total		334		

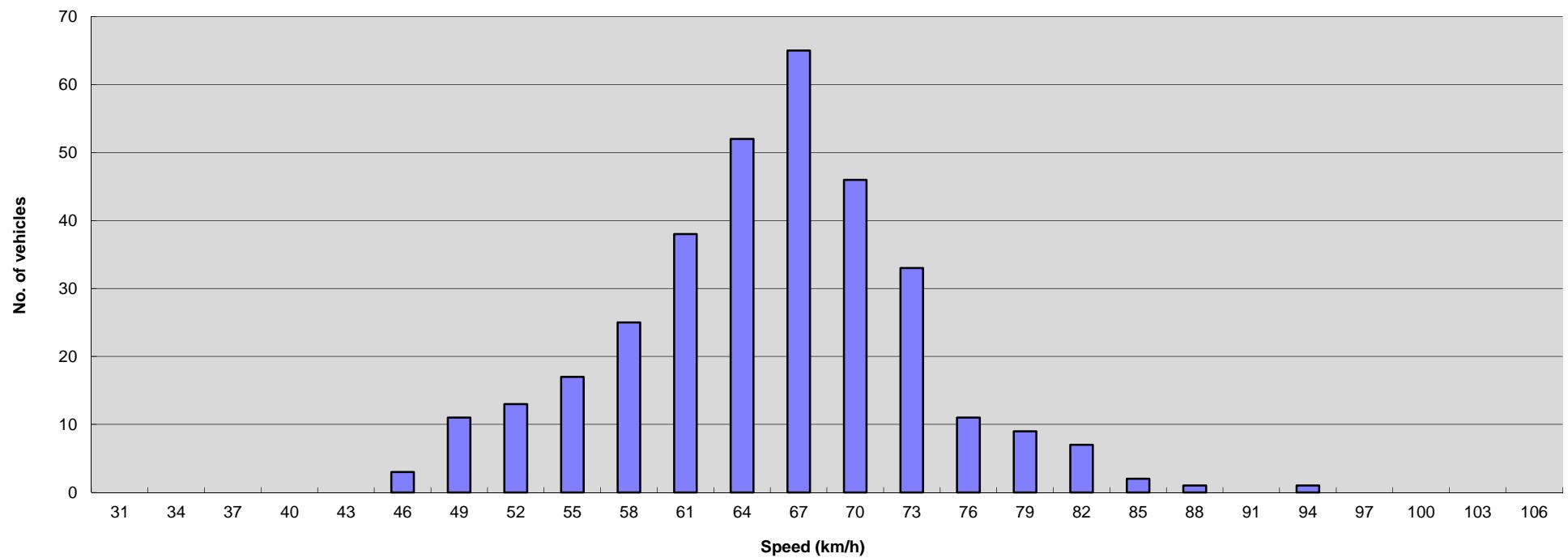
Maximum speed	=	94.0 km/h
Minimum speed	=	46.0 km/h
Mean speed	=	65.5 km/h
Standard deviation	=	7.81 km/h
85th percentile	=	73.00 km/h

Spot Speed Survey - Result Analysis
During 14:00-15:00 on 26-July-2017 (Wed)
Ching Cheung Road (Eastbound) near Caritas Medical Centre
Vehicle Type: Light Vehicle (Free Flow)



Spot Speed Survey - Result Analysis

During 14:00-15:00 on 26-July-2017 (Wed)
Ching Cheung Road (Eastbound) near Caritas Medical Centre
Vehicle Type: Light Vehicle (Free Flow)



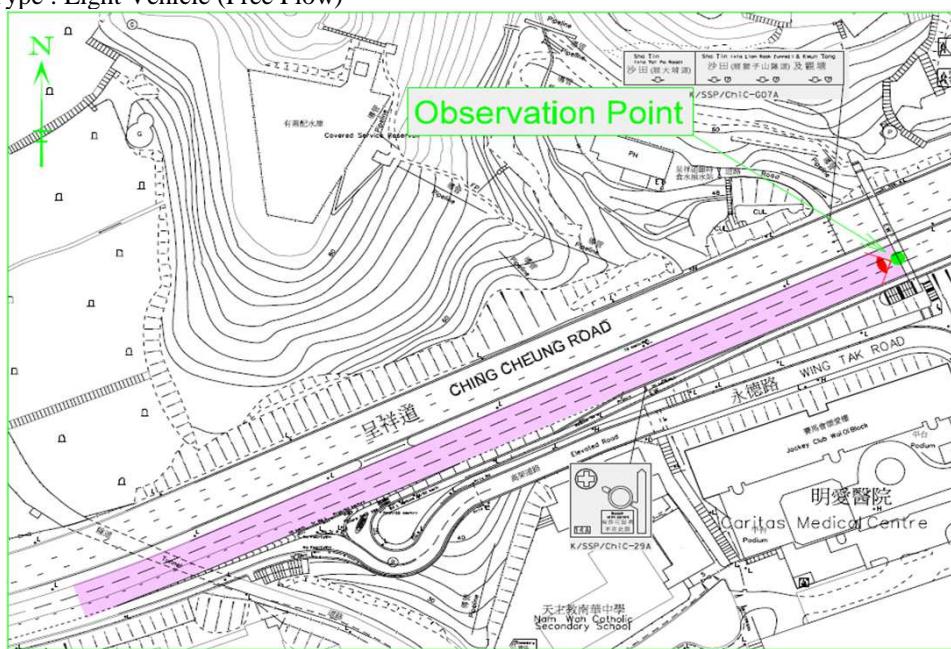
Spot Speed Survey

Location : Ching Cheung Road W/B near Caritas Medical Centre

Date : 26/07/2017 (Wed)

Time 11:00 - 12:00

Vehicle Type : Light Vehicle (Free Flow)



Speed (km/h)	Class midpoint	Frequency	Cumulative	C.F in %
From	To	(km/h)		
30	32	31	0	0.0%
33	35	34	0	0.0%
36	38	37	0	0.0%
39	41	40	0	0.0%
42	44	43	0	0.0%
45	47	46	6	1.9%
48	50	49	3	2.9%
51	53	52	11	6.4%
54	56	55	13	10.6%
57	59	58	30	20.2%
60	62	61	53	37.2%
63	65	64	67	58.7%
66	68	67	48	74.0%
69	71	70	40	86.9%
72	74	73	23	94.2%
75	77	76	8	96.8%
78	80	79	7	99.0%
81	83	82	2	99.7%
84	86	85	1	100.0%
87	89	88	0	100.0%
90	92	91	0	100.0%
93	95	94	0	100.0%
96	98	97	0	100.0%
99	101	100	0	100.0%
102	104	103	0	100.0%
105	107	106	0	100.0%
Total		312		

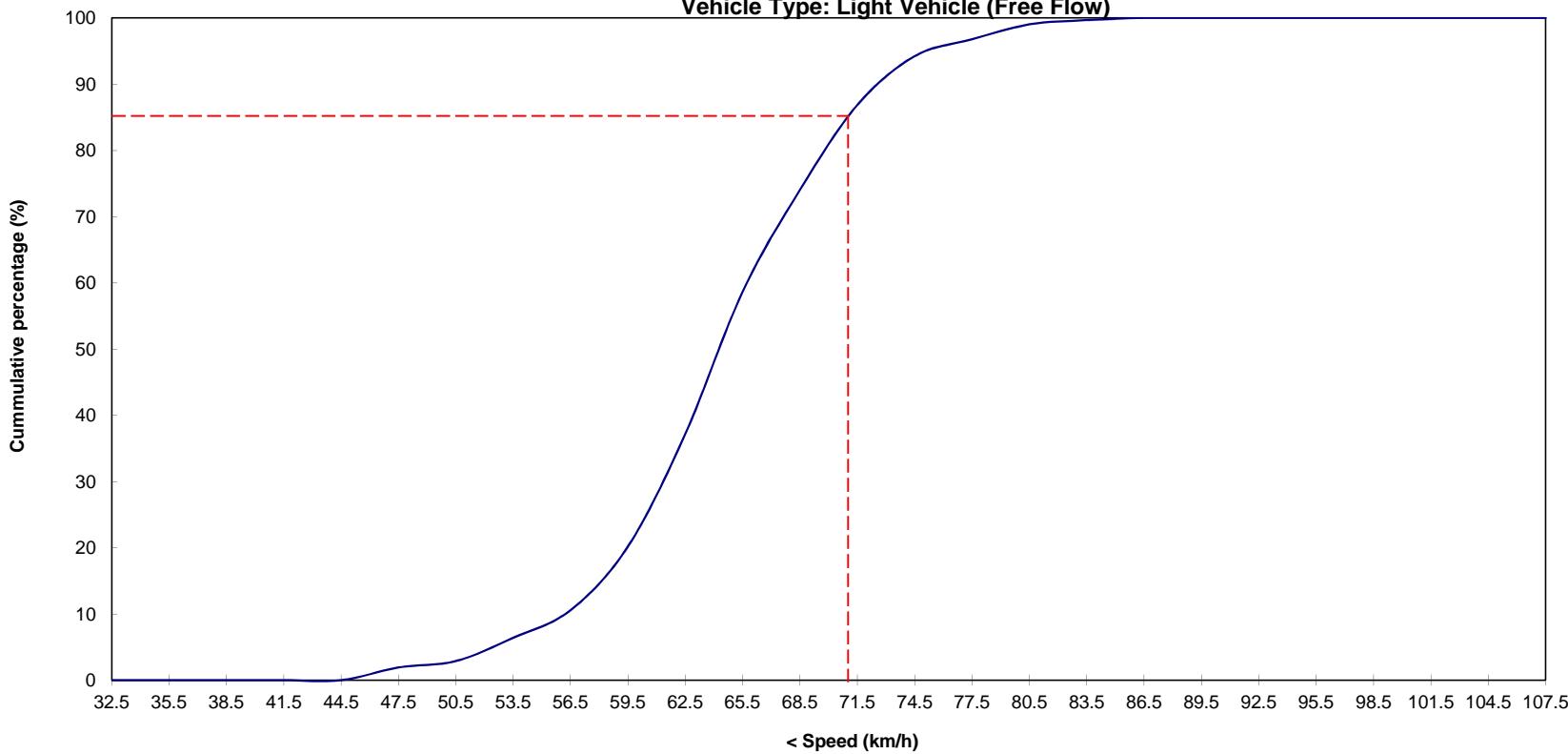
Maximum speed	=	84.0 km/h
Minimum speed	=	45.0 km/h
Mean speed	=	64.4 km/h
Standard deviation	=	6.71 km/h
85th percentile	=	71.00 km/h

Spot Speed Survey - Result Analysis

During 11:00 - 12:00 on 26-July-2017 (Wed)

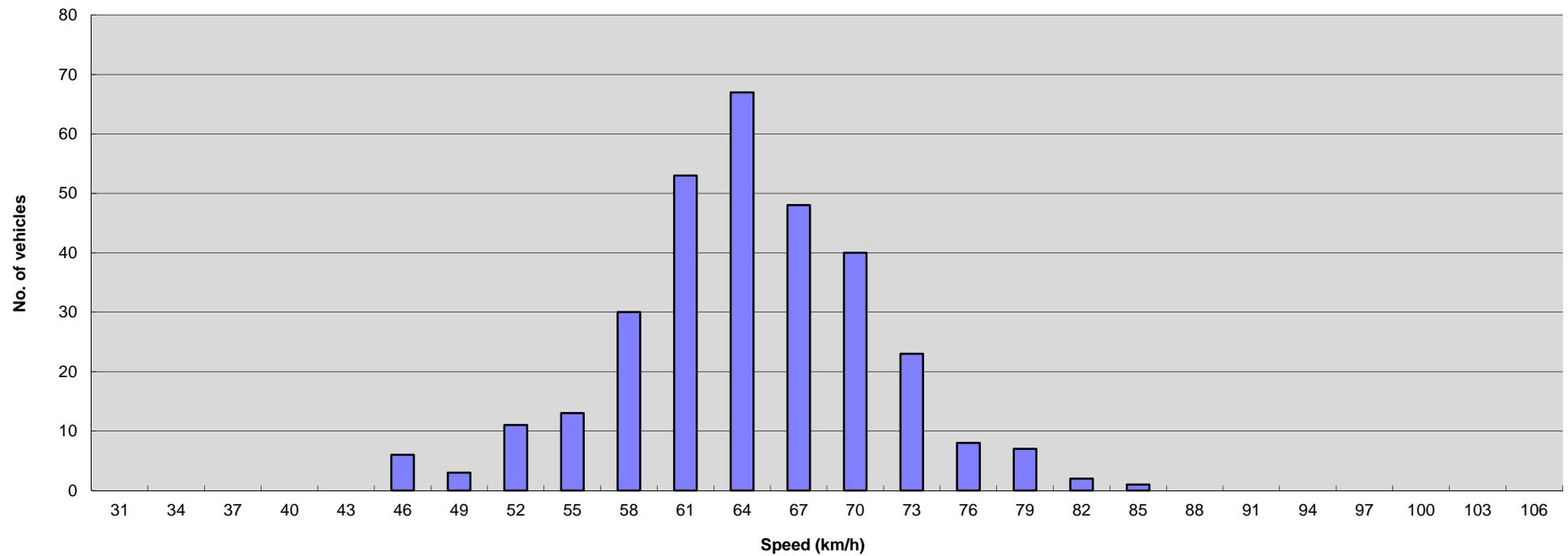
Ching Cheung Road (Westbound) near Caritas Medical Centre

Vehicle Type: Light Vehicle (Free Flow)



Spot Speed Survey - Result Analysis

During 11:00-12:00 on 26-July-2017 (Wed)
Ching Cheung Road (Westbound) near Caritas Medical Centre
Vehicle Type: Light Vehicle (Free Flow)



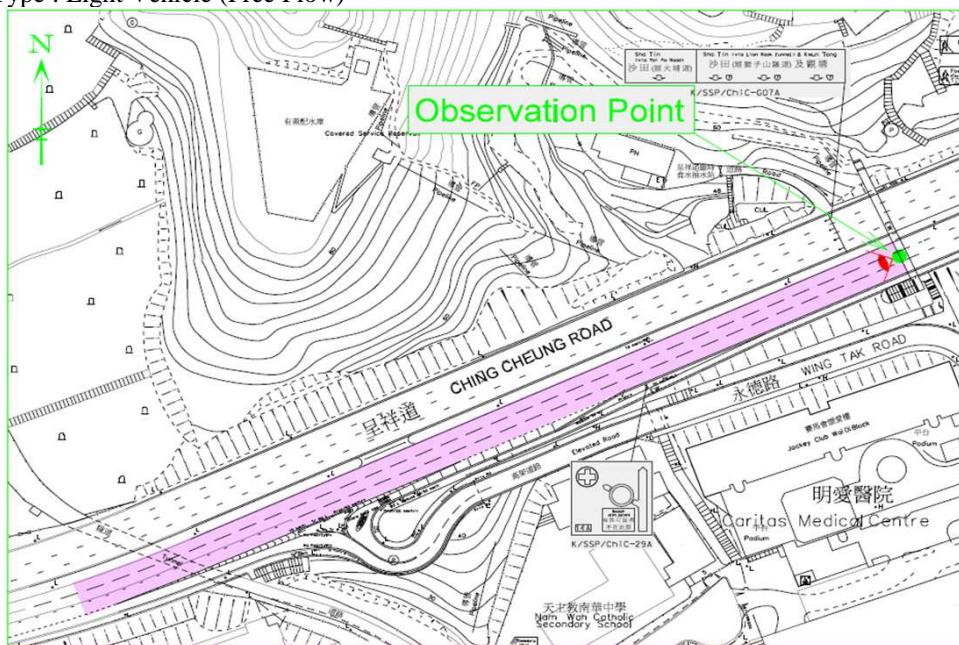
Spot Speed Survey

Location : Ching Cheung Road W/B near Caritas Medical Centre

Date : 26/07/2017 (Wed)

Time : 15:00 - 16:00

Vehicle Type : Light Vehicle (Free Flow)



Speed (km/h)	Class midpoint	Frequency	Cumulative	C.F in %
From	To	(km/h)		
30	32	31	0	0.0%
33	35	34	0	0.0%
36	38	37	0	0.0%
39	41	40	0	0.0%
42	44	43	0	0.0%
45	47	46	0	0.0%
48	50	49	4	1.3%
51	53	52	14	5.7%
54	56	55	18	11.3%
57	59	58	29	20.4%
60	62	61	36	31.8%
63	65	64	63	51.6%
66	68	67	80	76.7%
69	71	70	41	89.6%
72	74	73	19	95.6%
75	77	76	12	99.4%
78	80	79	2	100.0%
81	83	82	0	100.0%
84	86	85	0	100.0%
87	89	88	0	100.0%
90	92	91	0	100.0%
93	95	94	0	100.0%
96	98	97	0	100.0%
99	101	100	0	100.0%
102	104	103	0	100.0%
105	107	106	0	100.0%
Total		318		

Maximum speed = 80.0 km/h

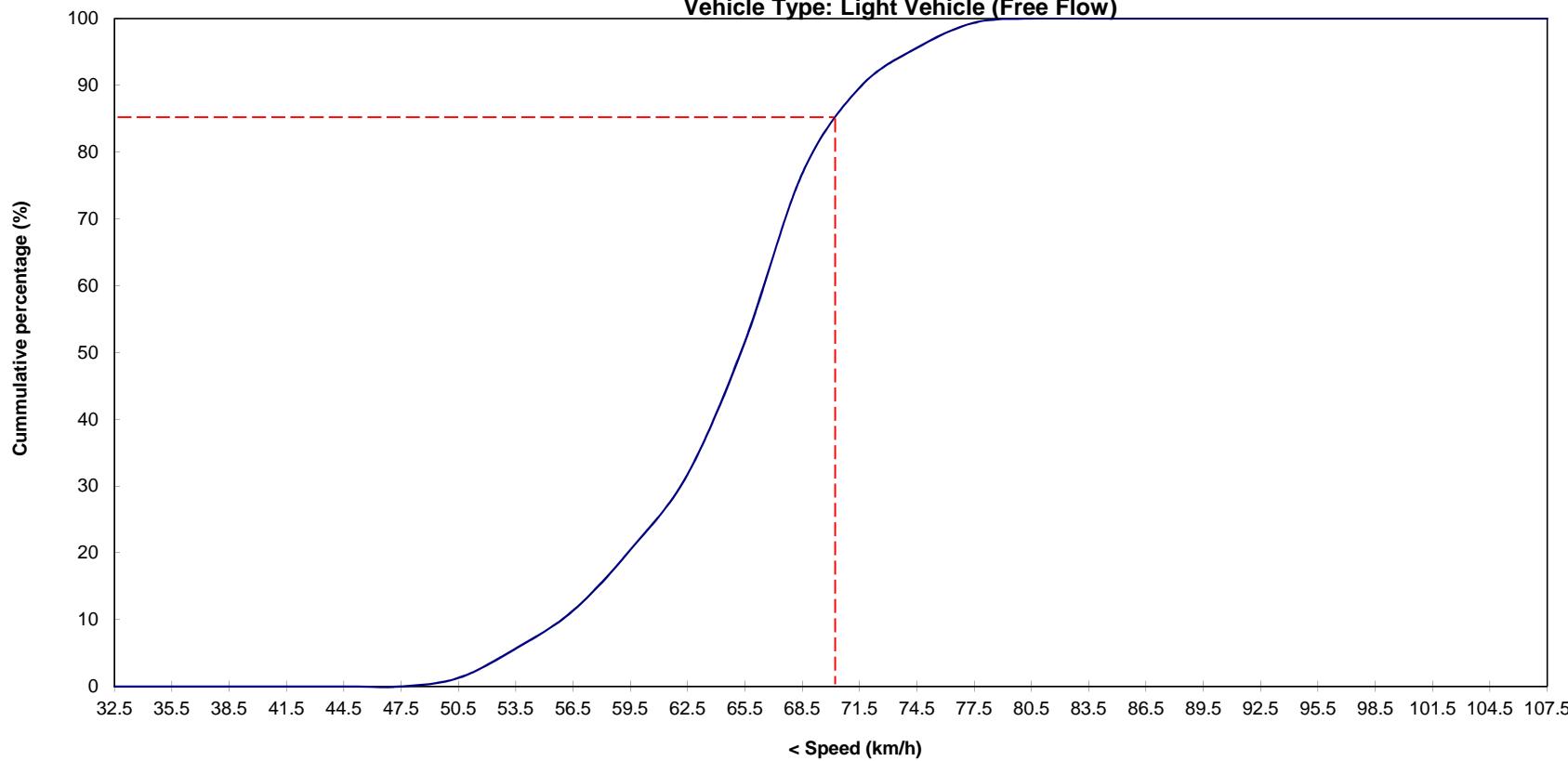
Minimum speed = 48.0 km/h

Mean speed = 64.4 km/h

Standard deviation = 5.99 km/h

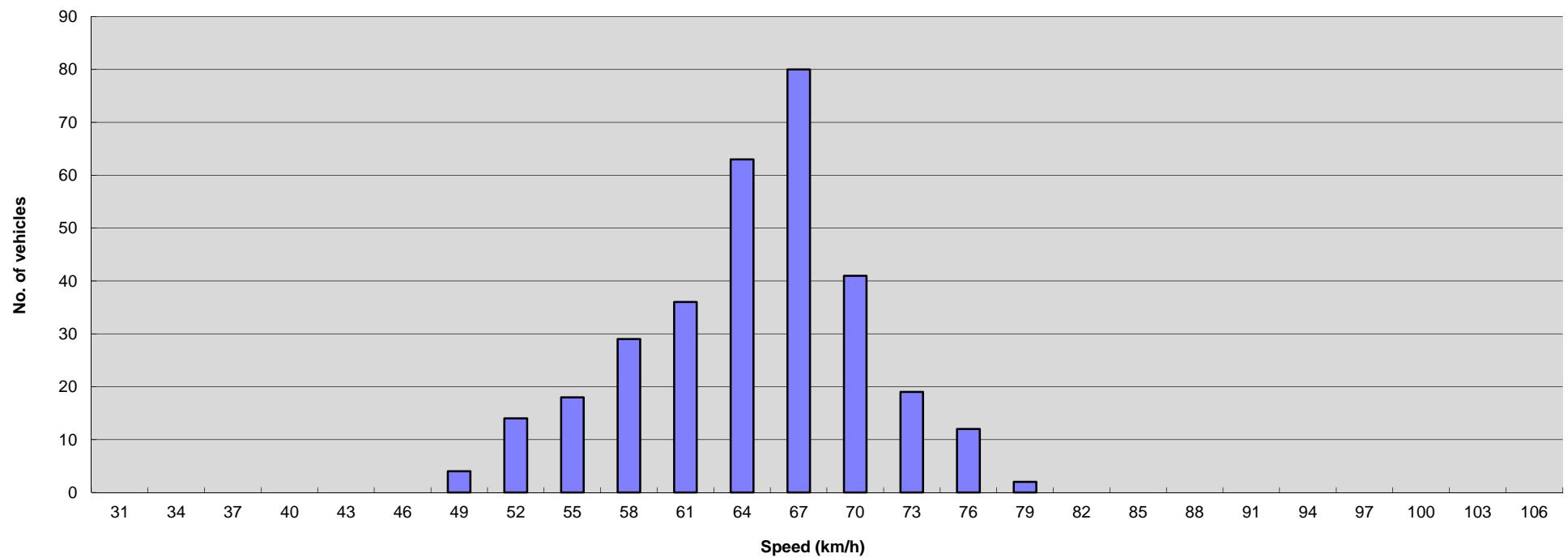
85th percentile = 70.00 km/h

Spot Speed Survey - Result Analysis
During 15:00-16:00 on 26-July-2017 (Wed)
Ching Cheung Road (Westbound) near Caritas Medical Centre
Vehicle Type: Light Vehicle (Free Flow)



Spot Speed Survey - Result Analysis

During 15:00-16:00 on 26-July-2017 (Wed)
Ching Cheung Road (Westbound) near Caritas Medical Centre
Vehicle Type: Light Vehicle (Free Flow)



Traffic Accident Records

Ching Cheung Road (Eastbound) - 26 July 2016 to 25 July 2017

Accident Report Booklet No.	Location	Date of Accident	Severity	Vehicle/Pedestrian Involved
2016KW21471	Near Lamp Post AB0955	5/9/2016	Slight Injury	2 (MGV-Rigid, PC)
2016KW26977	Outside CMC Ching Cheung Road	3/11/2016	Slight Injury	1 (MC)
2016KW27865	Near Lamp Post AB0940	13/11/2016	Serious Injury	3 (PC, PC, PC)
2016KW29730	Near Lamp Post AB0904	3/12/2016	Slight Injury	3 (PC, PC, Taxi-4 Seat Urban)
2016KW31216	Near Lamp Post AB0903B	19/12/2016	Slight Injury	4 (Taxi-5 Seat Urban, PC, PC, PC)
2016KW31407	Near Lamp Post AB0902	21/12/2016	Slight Injury	3 (PC, PC, PC)
2016KW32071	Near Lamp Post AB0897A	30/12/2016	Fatal	2 (KMB-Double Deck, LGV-Other)
2017KW00249	Near Lamp Post AB0942	4/1/2017	Serious Injury	2 (HGV-Rigid, MGV-Rigid)
2017KW03869	Near Wong Tai Sin Temple	17/2/2017	Slight Injury	3 (PLB, Private Light Bus, PC)
2017KW05191	Near Lamp Post AB0895B	6/3/2017	Slight Injury	3 (PC, Taxi-5 Seat Urban, Taxi-5 Seat Urban)
2017KW05272	Near Lamp Post AB0902	7/3/2017	Slight Injury	3 (LGV-Van, Taxi-5 Seat Urban, PC)
2017KW06088	Ching Cheung Road near the Junction of Tai Po Road	17/3/2017	Slight Injury	2 (City Bus-Double Deck, PC)
2017KW08263	Near Lamp Post AB0903B	13/4/2017	Slight Injury	4 (PC, PC, PC, LGV-Other)
2017KW08816	Near Lamp Post AB0903A	20/4/2017	Serious Injury	4 (PC, Taxi-4 Seat Urban, LGV-Other, MGV-Articulate, Taxi-4 Seat Urban)
2017KW09205	Near Lamp Post AB0900B	24/4/2017	Slight Injury	3 (PC, Unconfirmed Franchised Bus, MC)
2017KW11632	CHING CHEUNG ROAD SSPO KOWLOON	23/5/2017	Serious Injury	1 (MC)

Traffic Accident Records

Ching Cheung Road (Westbound) - 26 July 2016 to 25 July 2017

Accident Report Booklet No.	Location	Date of Accident	Severity	Vehicle/Pedestrian Involved
2016KW27502	Near Lamppost AB0965	9/11/2016	Serious Injury	2 (PC, Taxi-5 Seat Urban)
2016KW28912	Near Lamppost AB0965	25/11/2016	Slight Injury	2 (PC, MC)
2016KW30679	Near Wong Tai Sin Temple	14/12/2016	Slight Injury	2 (LGV-Van, LGV-Van)
2016KW30719	Outside Caritas Medical Centre	14/12/2016	Slight Injury	2 (LGV-Van, MGV-Articulate)
2017KW04561	Near Lamppost AB0966	26/2/2017	Serious Injury	1 (Bicycle)
2017KW09136	Ching Cheung Road SSPO Kowloon near CMC	24/4/2017	Slight Injury	2 (PC, PC)
2017KW10274	Opposite to So Uk Estate Ching Cheung Road	7/5/2017	Slight Injury	1 (PC)
2017KW11739	Near Caritas Medical Centre	24/5/2017	Slight Injury	1 (MC)
2017KW14314	NEAR LAMPPOST AB0990	20/6/2017	Slight Injury	1 (Taxi-5 Seat Urban)
2017KW15420	NEAR CARITAS MEDICAL CENTRE	3/7/2017	Slight Injury	2 (PC, LGV-Other)
2017KW15619	Ching Cheung Road Yee Kuk West Street	5/7/2017	Slight Injury	2 (PC, PC)
2017KW16068	Near Lamppost AB0903A	9/7/2017	Slight Injury	3 (PC, PC, PC)
2017KW16529	Outside Caritas Medical Centre	14/7/2017	Slight Injury	1 (PLB)
2017KW17160	Ching Cheung Road SSPO Kowloon CHING CHEUNG ROAD OPPS CMC E/B	21/7/2017	Slight Injury	2 (LGV-Other, PC)