

Transport Bureau

In the past year, we have been working on 79 pledges, of which :

- we have completed 25;
- we are on schedule with 40;
- four are under review;
- we are taking active measures to speed up the progress on three which are behind schedule; and
- we are pressing ahead with seven on-going commitments.

The following sets out the detailed report for each main programme area.

Transport Infrastructure

<i>Year</i>	<i>Pledge</i>	<i>Present Position</i>
Action Completed		
1997	1. To finalise in 1997 our proposals on the way forward for the Ma On Shan/Tai Wai rail link and the Kowloon-Canton Railway extension.	The proposed engineering schemes for the two projects were submitted to and approved in principle by the Executive Council (ExCo) in December 1997. The Kowloon-Canton Railway Corporation (KCRC) has been invited to submit proposals for implementing these two projects.
1994	2. To award a franchise to build and operate the Tai Lam Tunnel and Yuen Long Approach Road sections of the Country Park Section of Route 3 by the end of 1994 and to complete the project in 1998.	The Tai Lam Tunnel and Yuen Long Approach Road opened to traffic on 25 May 1998.
1994	3. To improve traffic flow in the New Territories by building the Ting Kau Bridge by June 1997.	The Ting Kau Bridge opened to traffic on 6 May 1998.

1994 4. To widen the Lung Cheung and Ching Cheung Roads.

We have completed the works.

Action in Progress : On Schedule

1997 5. To enhance the link between Northwest New Territories and Northeast Lantau by providing a new highway between Yuen Long and the future Lantau port (the Sham Tseng Link). To start investigation and preliminary design work in March 1998 for completion in 2000. To schedule work to commence in 2002 for completion in 2007 at a cost around \$22 billion.

The investigation and preliminary design work commenced in March 1998. We will continue to monitor progress to ensure that the investigation and preliminary design work will be completed in 2000.

1997 6. To construct a dual two-lane expressway, Route 9, between Northwest Tsing Yi and Lai Chi Kok to cater for the future growth in traffic between Western New Territories/new airport and urban areas. To complete the feasibility study by September 1998. To commence work in 2002 for completion in 2006 at a cost of some \$10 billion.

The feasibility study was completed in September 1998. We will seek approval for the financial commitment for the detailed design and construction consultancy study in October 1998.

1997 7. To improve the capacity of Kam Tin Road between Au Tau and Kadoorie Farm to dual two-lane standard and build a new road bypassing Kam Tin Town. To schedule work to commence in 1999 for completion in 2005 in phases at a cost of \$860 million.

Stage 1 of the improvement works on the section of Kam Tin Road between Au Tau and Kadoorie Farm has been authorised by ExCo under the Roads (Works, Use and Compensation) Ordinance. Construction will commence in early 1999. Good progress has been made with the preliminary design for Stage 2 improvement works.

The design and construction consultancy of the Kam Tin Bypass commenced in May 1998.

- 1997 8. To improve the traffic circulation within Fo Tan area by providing an additional traffic lane in each direction of Fo Tan Road between Yuen Wo Road and Kwei Tei Street. To schedule work to commence in 1999 for completion in 2002 at a cost of \$400 million.
- The project was gazetted under Roads (Works, Use and Compensation) Ordinance in November 1997. Detailed design started in December 1997.
- 1997 9. To widen the section of Choi Hung Road between Yin Hing Street and Sze Mei Street to dual three-lane carriageway to cater for increased traffic. To schedule work to commence in 2002 for completion in 2006 at a cost of \$430 million.
- A feasibility study commenced in May 1998.
- 1997 10. To cater for the increasing traffic demand in Eastern district of Hong Kong Island by widening the Island Eastern Corridor between North Point Interchange and Sai Wan Ho. To schedule work to commence in 2000 for completion in 2003 at a cost of \$720 million.
- Preliminary design has been completed. We will seek approval for the financial commitment for the detailed design and construction of the project in October 1998.
- 1997 11. To commission studies on the following proposed roads, which together with the Sham Tseng Link and the Deep Bay Link, will form the Western Highway, providing an expressway service for cross-boundary traffic on the western part of the territory:
- Route 7 between Kennedy Town and Aberdeen; and
- Investigation and Preliminary Design Assignment commenced in July 1998.

- Green Island Link between the future Lantau port and the proposed Green Island Reclamation. Expressions of interest have been invited for the detailed feasibility study on the project. We will seek approval for the financial commitment for the study in October 1998.
- 1997 12. To examine the need for, and preferred alignment of, an Eastern Highway between Eastern New Territories and urban areas. This is being examined in the Third Comprehensive Transport Study to be completed in early 1999. Transport modelling work is underway.
- 1997 13. To examine the need for an additional expressway to strengthen the east-west route in the New Territories. This is being examined in the Third Comprehensive Transport Study to be completed in early 1999. Transport modelling work is underway.
- 1997 14. To improve the traffic flow between Northeast New Territories and urban areas by widening Tolo Highway and Fanling Highway between Sha Tin and Fanling. To commence work in 1998 for completion in 2005 in phases at a cost of around \$3 billion. The road scheme for the section between Sha Tin and Tai Po was authorised in September 1998, and construction work will start in December 1998. The road scheme for the section between Tai Po and Fanling has been included in Cat. B of the Public Works Programme. Shortlisting of consultants for the investigation assignment is in progress.
- 1997 15. To consider how to take forward the proposed Central Kowloon Route between West Kowloon and Southeast Kowloon. The design and construction consultancy assignment commenced on 1 June 1998.
- 1997 16. To finalise the Project Agreement for Phase I of the West Rail in 1998 with a view to commencing construction of the railway in the same year. The West Rail passenger system from Tsuen Wan to Yuen Long will be completed by 2002, and extended to Tuen Mun by 2003. The draft Project Agreement for Phase I of the West Rail was endorsed by ExCo in January 1998. Following ExCo's authorisation of the railway scheme in September 1998 under the Railways Ordinance, construction of the railway will start before the end of 1998.

- 1997 17. To speed up the planning of Phase II of the West Rail, which will provide cross-boundary passenger and freight services between Hong Kong and the Mainland.
- The timing and implementation sequence of Phase II of the West Rail are being examined in the context of the Second Railway Development Study, which commenced in March 1998.
- In the light of the congestion currently experienced at the Lo Wu Terminal, we are considering the feasibility of constructing the Sheung Shui to Lok Ma Chau spur line, which is part of Phase II of the West Rail, ahead of a decision on the entire project.
- 1997 18. To finalise the Project Agreement for the Tseung Kwan O Extension in 1998, with a view to commencing construction of the project in the same year. To complete the Extension by 2003.
- The draft Project Agreement on the Tseung Kwan O Extension was approved by ExCo in March 1998. Subject to ExCo's authorisation of the railway scheme, construction works can start before the end of 1998.
- 1997 19. To examine the following longer-term projects in the context of a review of the Railway Development Strategy, taking into account a higher population forecast since 1994:
- a fourth cross-harbour rail link;
 - the East Kowloon Line;
 - a second connection from the Ma On Shan/Tai Wai rail link to the urban areas;
 - North Hong Kong Island Mass Transit Railway (MTR) Line; and
 - West Hong Kong Island MTR Line.
- These projects are being examined in the context of the Second Railway Development Study, which commenced in March 1998. The Study will last for 18 months. Interim recommendations will be made regarding the most urgent projects in the next phase of railway development.

- 1996 20. To cater for increased traffic generated by the opening of the new airport by constructing the Tsing Yi North Coastal Road, a 2.1 kilometre dual two-lane carriageway linking the Tsing Tsuen Bridge and the Lantau Link. Work to start in early 1999 for completion in early 2002 at a cost of over \$1.2 billion.
- The project has been authorised under Roads (Works, Use and Compensation) Ordinance, and approval for the financial commitment obtained. Tenders will be invited in October 1998. Work is scheduled to start in early 1999.
- 1996 21. To cater for increased traffic generated by the opening of the Western Harbour Crossing by constructing a dual two-lane flyover spanning the junction of Pokfulam Road and Sassoon Road. Work to commence in late 1998 for completion in mid-2001 at a cost of \$363 million.
- Tenders for construction was invited in August 1998. Construction is expected to start before the end of 1998.
- 1996 22. To improve traffic flow and pedestrian safety in Tsim Sha Tsui by:
- widening Salisbury Road from the Star Ferry Concourse to Mody Lane;
 - constructing a vehicular underpass along Salisbury Road at its junction with Chatham Road South;
 - implementing a traffic circulation system in Middle Road; and
- We will gazette these items under the Roads (Works, Use and Compensation) Ordinance in October 1998.

- constructing pedestrian subways at the junction of Salisbury Road and Kowloon Park Drive; at the junction of Kowloon Park Drive and Peking Road; and at the junction of Austin Road and Canton Road.

Work to start in late 1998 for completion in early 2002 at a cost of \$383 million.

Tenders for the construction of the subway at the junction of Austin Road and Canton Road were invited in August 1998 for construction to start in December 1998. Tenders for the construction of the subway at the junction of Kowloon Park Drive and Peking Road will be invited in December 1998. We are now dealing with objections relating to the subway at the junction of Kowloon Park Drive and Salisbury Road.

- 1996 23. To carry out the Third Comprehensive Transport Study to provide a framework for planning and prioritising our future transport infrastructure requirements up to 2011.

The planning horizon for the study has been extended from 2011 to 2016. Public consultation was conducted in June 1998 to gauge public views, which will be suitably incorporated in the study scheduled for completion in 1999.

- 1996 24. To increase the number of kiosks at the Lok Ma Chau Boundary Crossing from 14 to 24 by 1999 to cope with the growing volume of cross-boundary freight and passenger traffic.

Works to increase the number of kiosks are scheduled to start in June 1999 for completion in December 1999.

- 1996 25. To enhance safety and traffic flow in the Sai Kung area by improving Hiram's Highway. To upgrade the junction at Clearwater Bay Road by building a flyover and re-align the section between Nam Wai and Nam Pin Wai. Work to commence in early 1997 for completion by mid-2001 at a total cost of \$268 million.

Construction work for the flyover at the junction of Hiram's Highway and Clearwater Bay Road was 50% complete. For the section between Nam Wai and Nam Pin Wai, the detailed design and preparation of tender documents have been completed. Construction work for this section will commence in early 1999.

- 1995 26. To start work on the Duplicate Tsing Yi South Bridge costing \$1 billion which, when completed in 1998, will significantly improve traffic to and from Tsing Yi.

Two traffic lanes on Bridge No. 1 serving Tsing Yi will be completed by the end of 1998. Construction of Bridge No. 2 which will serve the future Container Terminal No. 9 was completed in September 1998.

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| 1995 | 27. | To start work on the Hung Hom Bypass and Princess Margaret Road Link and to complete the project in 1999 at a cost of \$1 billion. | We have completed 75% of the works. |
| 1995 | 28. | To increase the capacity of Castle Peak Road in the section between Siu Lam and So Kwun Tan at a cost of \$250 million by early 1999. | We have completed about 43% of the works. |
| 1995 | 29. | To increase the capacity of the northbound vehicle holding area at the Sha Tau Kok Boundary Crossing from 50 to 120 vehicles by May 1999 to cope with growing demand. | About 55% of the works have been completed. |
| 1995 | 30. | To plan to widen Castle Peak Road in the section between Tsuen Wan and Ka Loon Tsuen at a cost of \$2 billion. | Detailed design of the project is underway. |
| 1994 | 31. | To improve traffic flow between Northeast New Territories and urban area by building Route 16. Work to start in 2001 for completion in 2004. | We have started the detailed design on the project. |
| 1994 | 32. | To upgrade access roads to boundary crossing points. | <p>The Tai Lam Tunnel was completed and opened to traffic on 25 May 1998.</p> <p>The dualling of Sha Tau Kok Road is 73% complete. The project is expected to be substantially completed in November 1998.</p> <p>Construction of the San Tin Highway was completed in November 1997.</p> <p>.</p> |

Action in Progress : Under Review

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| 1995 | 33. | To relieve pressure on the existing east-west road links on Hong Kong Island by building the Central-Wanchai Bypass and Island Eastern Corridor Link at a cost of \$8.25 billion. Works to start in 1997 for completion by 2005. | Detailed design is in progress. The start of construction work depends on the programme of the Central and Wan Chai Reclamation. |
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Action in Progress : Behind Schedule

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| 1994 | 34. | To construct additional climbing lanes in the most congested uphill sections of Tuen Mun Road by July 1996. | We have completed the works under the original contract except the section at Tai Lam, which constitutes 11% of the project. This outstanding section was ruled by the mediator as “impossible” under the original contract. A viable alternative design of the climbing lane has been developed under a new contract and construction has commenced in September 1998 for completion in 2000. |
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Public Transport

<i>Year</i>	<i>Pledge</i>	<i>Present Position</i>
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Action Completed

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| 1997 | 1. | The current franchise of China Motor Bus Company will expire on 31 August 1998. To review the performance of China Motor Bus (CMB) and consider how to improve public bus services on Hong Kong Island. | Following a review, ExCo decided on 17 February 1998 not to renew the franchise of CMB and that a package of 88 bus routes on Hong Kong Island should be put out for public tender. New World First Bus Services Ltd. was awarded the franchise on 31 March 1998 with built-in service improvement targets. It commenced service on 1 September 1998. |
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| 1997 | 2. | To introduce a new ferry route from Tuen Mun to the new airport at Chek Lap Kok to tie in with the opening of the new airport. | Ferry services between Tuen Mun and Chek Lap Kok commenced operation on 30 June 1998 before the opening of the new airport. |
| 1997 | 3. | To complete a taxi policy review by 1998, taking into account the views of the trade and the general public, and consider introducing appropriate measures to improve the quality of taxi services. | We have completed the review and published the review report in August 1998. |
| 1996 | 4. | To encourage bus operators to deliver a better service to passengers by publishing service charters in 1997-1998 acknowledging the rights of passengers to safe, reliable and efficient bus services at affordable prices and passengers' reciprocal obligation to comply with operators' rules and regulations. | All bus operators have published service charters as at 31 March 1998. |
| 1996 | 5. | To ensure adequate provision of public transport services to North Lantau and the new airport, in addition to the Airport Railway, by awarding franchises to operate progressively from June 1997 six airbus routes and 19 conventional bus services. Both types of bus service will be fully operational in 1998 upon the opening of the new airport. | Upon the opening of the new airport on 6 July 1998, bus services have been introduced according to plan. A total of 29 bus routes, including seven airbus services, are serving the new airport and Tung Chung. |

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| 1996 | 6. | The KCRC to improve train operations and upgrade maintenance activities through the installation of an integrated radio communication system by 1998. | Installation of radio equipment was completed in March 1998, and the full radio communication system came into operation in July 1998. |
| 1996 | 7. | The KCRC to upgrade Light Rail Services in the Northwest New Territories by providing 20 more vehicles in the next two years. | 20 new vehicles have been put into service since December 1997 according to plan. |
| 1996 | 8. | The Mass Transit Railway Corporation (MTRC) to upgrade signaling systems on the Kwun Tong and Island Lines by 1998 to increase its carrying capacity by 13% and 6% respectively. | The upgrading works were completed in June 1998. |
| 1996 | 9. | To ensure the continued efficiency of the MTR system and to minimise disruption to services by encouraging the MTRC to improve their response procedures for dealing with incidents. | A review of the existing procedures has been completed. The revised procedures came into operation in January 1998. |
| 1995 | 10. | To install a new public announcement system and a visual information display in all Light Railway Transit (LRT) vehicles to assist visually impaired and deaf passengers. | Installation of public announcement systems and visual information displays in all 99 LRT vehicles was completed in September 1997. |
| 1995 | 11. | The KCRC to install audible signals on escalators in all stations to assist the visually impaired. | Installation of audible signals on escalators at all stations has been completed. |
| 1995 | 12. | The MTRC to convert 17 staff lifts in 14 stations by April 1996 for use by people with a disability. | A total of 20 lifts have been made available in 16 stations. |

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| 1994 | 13. | To ensure the KCRC expands and improves passenger facilities at its Kowloon Station by 1997 at a cost of about \$1 billion. | The renovation and expansion of Hung Hom Station (formerly known as Kowloon Station) were completed in March 1998. |
| 1994 | 14. | To ensure the KCRC upgrades its signaling equipment by 1996 so as to expand its capacity by 25%. | Installation of the upgraded signaling system was completed in March 1998. |

Action in Progress : On Schedule

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| 1997 | 15. | The current franchises of Star Ferry and Hong Kong and Yaumati Ferry (HYF) will expire on 31 March 1998 and 31 March 1999 respectively. To examine the existing franchised networks and consider the possibility of introducing more competition in ferry services. | ExCo approved the grant of a new franchise to Star Ferry in March 1998.

We will tender out HYF's franchised routes before the end of 1998 to ensure that the provision of essential services to the outlying islands are maintained and improved after 31 March 1999. |
| 1996 | 16. | The KCRC to enhance passenger safety and comfort while increasing by 15% the carrying capacity of trains by refurbishing all KCR electric trains by late 1999. | Out of a fleet of 29 trains, 14 have been refurbished and put into service. |

Action in Progress : Under Review

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| 1995 | 17. | The MTRC to provide tactile guide paths in all 38 stations to assist the visually impaired by late 1996. | Tactile guide paths have been installed in 35 stations. Installation works at Kwun Tong, Quarry Bay and Kowloon Tong stations are scheduled to be completed by the end of 1998 to tie in with the respective station improvement projects. |
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Good progress has been made with the following commitments in the past year. We will continue to work on them on an on-going basis.

<i>Year</i>	<i>Pledge</i>
1997	18. To ensure adequate provision of public transport services to support the new airport.
1997	19. To encourage bus operators to name more bus stops for easy identification.
1997	20. To encourage Green Minibus operators to establish Passenger Liaison Groups.

Traffic Management

<i>Year</i>	<i>Pledge</i>	<i>Present Position</i>
<i>Action Completed</i>		
1997	1. To work closely with MTRC to match the opening of the Airport Railway with that of the new airport.	Tung Chung Line and Airport Express commenced service on schedule.
1997	2. To enhance examination of vehicles and trailers with particular regard to safety installations, design of vehicles and emissions from diesel-engined vehicles.	The enhanced vehicle emission examination for goods vehicles started in November 1997 and the annual examination of trailers was launched on 1 March 1998.
1997	3. To review the standards of provision of traffic signals and signages, both on existing and new roads, to assist motorists in using the road network safely and efficiently.	A review of the standards of provision of traffic signals and signages was completed in July 1998. Recommendations will be implemented in October 1998.
1996	4. To ease traffic congestion by encouraging drivers of private cars to switch to public transport. We will identify a suitable parking site and launch a trial Park-and-Ride Scheme in 1997.	A suitable site for launching the Park-and-Ride Scheme was identified near Sheung Shui KCR station. The trial scheme was implemented in December 1997.

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| 1996 | 5. | To deter drivers from committing speeding offences in road tunnels by introducing legislation in 1997 to introduce demerit points for such offences. | The Road Traffic (Driving Offence Points) Ordinance (Cap. 375) was amended on 21 January 1998 to introduce the new demerit points system. |
| 1995 | 6. | To provide an Area Traffic Control (ATC) System for Sha Tin by 1997 at a cost of about \$80 million. | Sha Tin ATC system was completed in early 1998. |
| 1994 | 7. | To spend nearly \$2 billion from 1994 to 1997 on a package of measures to relieve traffic congestion and improve traffic speeds. | About 660 schemes have been completed. |

Action in Progress : On Schedule

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| 1997 | 8. | To improve traffic management by applying advanced computer and telecommunication technology, including the extension of the ATC system to Yuen Long, Tuen Mun, Tai Po and North Districts. | <p>The preparation of the consultancy brief for the Tuen Mun and Yuen Long ATC system feasibility study is 80% complete.</p> <p>The project to develop the Tai Po and North District ATC system has been included in Cat. C of the Public Works Programme. 80% of the preliminary design has been completed.</p> |
| 1997 | 9. | To revamp the computer system for maintaining vehicle and driver licensing records. | We plan to commence the feasibility study in 1999. |
| 1997 | 10. | To monitor the effectiveness of the trial Park-and-Ride Scheme with a view to determining the future direction. | An interim assessment of the effectiveness of the trial Park-and-Ride Scheme near KCR Sheung Shui station was made in July 1998. We are considering the possibility of implementing the Scheme in more KCR and MTR stations. |

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| 1997 | 11. To replace all mechanical parking meters with electronic ones equipped to use Smart Cards by 1998. | 3 500 of the 14 000 mechanical parking meters had been replaced by electronic parking meters (EPM) in June 1998. A review of the performance of the EPM will be conducted before replacing the remaining 10 500 mechanical parking meters. |
| 1997 | 12. To improve safe use of roads through introduction of additional vehicle construction requirements, including updating the standards of seat belts and child restraints, mandatory fitting of higher standard mudflaps for goods vehicles and regulating the use of video monitors inside vehicles. | The legislative amendments on mandatory fitting of higher standard mudflaps and updating the standards of seat belts were implemented on 1 June 1998 and 1 August 1998 respectively.

Consideration is being given to the need for legislative amendments in respect of TV monitors in vehicles. |
| 1997 | 13. In 1997-1998, to use taxis to test the feasibility of using Liquefied Petroleum Gas (LPG) vehicles with a view to controlling vehicle emission and improving air quality. | The trial of LPG taxis was launched according to schedule. We should be in a position to have fully evaluated the feasibility of introducing LPG taxis on a large scale, based on the findings of the trial, by 1998. |
| 1996 | 14. To commission a feasibility study on Electronic Road Pricing system for completion in 1999 to enable a decision be reached on whether such a system should be introduced. | The study commenced in March 1997 and is expected to be completed in 1999. |
| 1996 | 15. To commission a consultancy study in 1996 to explore the feasibility of introducing bus-only lanes on a territory-wide basis. | The study was commissioned in August 1996. It proposed to introduce a number of bus-only lanes in the territory. A trial scheme from Aberdeen to Wan Chai was implemented in August 1997. Relevant Provisional District Boards are being consulted on the possibility of implementing other proposed bus-only lanes. The study is expected to be completed in late 1998. |

- 1995 16. To provide a Traffic Surveillance and Information System (TSIS) on Tolo Highway by 2001. Detailed design is in progress. Tendering for construction work started in September 1998.
- 1995 17. To consider raising First Registration Tax and Annual Licence Fees for private cars in the short term, if necessary, to control the rate of growth in the number of private cars. The need to introduce measures to control the rate of vehicle growth will be reviewed in the context of the Third Comprehensive Transport Study. The study commenced in August 1997 and will be completed in 1999.

Action in Progress : Under Review

- 1995 18. To complete the installation of TSIS on the Tuen Mun Road by late 1997. The proposal to increase the Approved Project Estimate for the project was rejected by the Public Works Sub-committee in July 1996. The Legislative Council (LegCo) Transport Panel was consulted in November 1996, which advised that the project should be reviewed after other major strategic roads were opened in 1998.
- Subsequently, Transport Department carried out an in-house review in 1997 and engaged a consultant in July 1998 to conduct a comprehensive feasibility study of TSIS for the whole strategic road network. The original scheme for Tuen Mun Road will be considered in the light of the results of this study, which will be completed in July 1999.

- 1995 19. To consider raising tolls at the cross-harbour tunnels for private cars and taxis by means of a passage tax to reduce congestion both in the tunnels and on their approach roads.

The vehicle growth and road use patterns in the territory are being monitored.

The need to introduce measures to manage the traffic demand on the cross-harbour tunnels will be reviewed in the context of the Third Comprehensive Transport Study. The Study commenced in August 1997 and will be completed in 1999.

Action in Progress : Behind Schedule

- 1996 20. In 1997, to introduce regulations under the Road Traffic Ordinance to enhance the safety of transport services for school children. To include stricter licensing conditions for school light buses and subsequent inclusion in the Passenger Service Licence Scheme.

The legislative amendments in respect of putting school light buses under the Passenger Service Licence Scheme is scheduled to be tabled in LegCo in the 1998-1999 session. The legislative amendment could not be introduced in the 1997-1998 legislative session because it was not categorised as an “essential” item.

- 1994 21. To introduce further bus priority measures on certain congested roads, including the Sha Tin approach road to Tate’s Cairn Tunnel (TCT) and Choi Hung Road, in 1995-1996.

Detailed design of the bus-only lane for the Sha Tin approach road to TCT is in progress. Construction work is expected to commence in October 1998 for completion in mid-1999.

Good progress has been made with the following commitments in the past year. We will continue to work on them on an on-going basis.

Year

Pledge

- 1996 22. To monitor the effectiveness of the new drink driving legislation introduced in 1995, and consider whether, in the light of experience, there is a need to change the prescribed blood/alcohol limit.

- 1996 23. To continue to improve the efficiency of the freight transport sector in 1997 by implementing the recommendations of the Freight Transport Study, which include increasing provision of parking facilities for goods vehicles and enhancing cross-boundary processing facilities.
- 1996 24. To continue to monitor the effectiveness of the legislation regarding additional seat-belt requirements introduced in June 1996.
- 1996 25. To continue to implement the recommendations of the Parking Demand Study by increasing the provision of parking spaces, particularly for goods vehicles.