

For discussion on

4 July 2001

LEGISLATIVE COUNCIL

PANELS ON ENVIRONMENTAL AFFAIRS AND TRANSPORT

Measures to Address Noise Impact of Existing Roads

Introduction

At the joint meeting of the Panels on Environmental Affairs and Transport held on 7 February 2001, Members requested the Administration to follow up with the following matters -

- (a) revisiting the provision of air-conditioning and double-glazed windows, and re-examining the financial implication arising therefrom;
- (b) expediting the implementation of the retrofitting and resurfacing programme;
- (c) considering conducting trial on speed limit reduction at the West Kowloon Corridor;
- (d) stepping up the enforcement actions against sounding of horns in silent zones, speeding, illegal modification of vehicles and illegal car racing, and examining the effectiveness of the enforcement actions in reducing traffic noise;
- (e) exploring the feasibility of improving the design of the latching mechanism of container vehicles; and
- (f) conducting experiments on ascertaining the effectiveness of new materials and designs to address the traffic noise problem.

2. This paper provides the Administration's response to the above items and an update on the outcome of the Administration's consultation with the District Councils on the new policy to

address noise impact of existing roads.

Provision of Air-conditioning and Double-glazed Windows

3. We have reconsidered the provision of noise insulation to residential units affected by excessive traffic noise from existing noise in the form of good quality window and air-conditioner. Provision of noise insulation is a passive method and very costly. Moreover, it would not be fair to provide noise insulation to some of the affected resident units but not the others. With a total of approximately 300,000 residential units affected by excessive traffic noise, the liability on the public purse to provide insulation would be at least \$15 billion assuming an average cost of \$50,000 per residential unit, without counting recurrent and replacement expenditure. The assumed cost of providing insulation included cost to replace or improve existing windows of individual residential unit, air-conditioners, additional or improved electric cabling in the building as well as replacement of the building transformer where required. The more cost effective remedy is to mitigate the problem at source. For those roads which are not technically feasible to mitigate at source, we will need to consider possibility of non-engineering solutions in the short term and rely on urban renewal in the longer term to address the noise problems.

Expedite Implementation of the Retrofitting and Resurfacing programme

4. To expedite the implementation of the retrofitting programme and to take advantage of synchronizing the retrofitting projects and nearby planned major road projects, we have arranged funding for the retrofitting works at Cheung Pei Shan Road, Yuen Shin Road and Ma On Shan Road so that they would tie in with the adjoining road projects. The Highways Department is conducting preliminary project feasibility studies for the above three projects. Design of these projects would commence later this year once the preliminary project feasibility studies are completed and funds are earmarked in the Resource Allocation Exercise. Construction of these projects is scheduled to commence in phases in 2004 to 2005 and to complete in 2006 to 2008. The remaining projects will be progressed as soon as practicable.

5. Works for resurfacing the 72 identified local road sections with low noise materials are programmed to start in

December 2001 and be completed in phases over the next 3 years.

Trial of Speed Limit Reduction at the West Kowloon Corridor (WKC)

6. It is the current policy to set the speed limit of roads to conform with their geometric characteristics. Arbitrary reduction of speed limit at night may cause confusion to motorists and would encourage overspeeding and create safety hazard. Moreover, variable message signs which are required for effecting variable speed limit are not available at the WKC. The Transport Department does not intend at this stage to conduct trial on speed limit reduction at the WKC but would liaise with the concerned departments to explore the practicality of installing speed enforcement camera system at the road to curb speeding.

Enforcement Against Unnecessary Sounding of Horns, Speeding, Illegal Modification of Vehicles and Illegal Car Racing

7. The Police have taken frequent enforcement operation against speeding and illegal road racing as they are considered the major causes of traffic accidents. Vehicles suspected of having been illegally modified for racing would be detained during road race enforcement operations or at routine road blocks for thorough examination. The Police would also take enforcement action against unnecessary sounding of vehicle horns when they are spotted. In 2000, the Police had conducted some 150 enforcement operations against road racing leading to more than 5,500 prosecutions including 73 on illegal vehicle modification and 56 number of vehicles were detained for examination. During January to April this year alone, there were more than 67,000 fixed penalty tickets, 700 summons and 18 arrests on speeding offences. The unnecessary sounding of horns does not appear to be a major problem but there were 6 summons and 98 fixed penalty tickets issued in 2000. Police enforcement statistics for 2000 and January to April of 2001 are at Annex A.

8. Enforcement actions are effective to reduce unnecessary or avoidable noise from inconsiderate use of vehicle horns, speeding, illegal vehicle modification and illegal car racing. These actions have certainly helped to prevent further aggravation of the traffic noise. However, both enforcement actions and mitigation measures would need to be implemented in parallel where

practicable to achieve a better result in tackling the existing traffic noise problem.

Latching Mechanism of Container Vehicles

9. Noise generated by empty containers could be attributed to various factors including faulty or worn out container locking devices, improper locking by drivers, excessive distortion of the container or the trailer channels, excessive vibration of container panels due to ageing, substandard vehicle suspension system, excessive driving speed and loose parts on trailers, etc. An intensive study on the source of the noise is required to identify possible solution. The Transport Department is now working with the trailer manufacturers and suppliers to see if enhanced locking device, noise insulation pads and other improvement measures could be developed.

Study to Identify New Materials and Designs to Address the Traffic Noise Problem

10. The low noise surfacing material now being used on high speed roads is not durable when applied on low speed local roads. The Highways Department has identified a new material for testing of its durability and noise reducing properties. The department has already resurfaced a section of Lung Cheung Road with this new material in April this year and has scheduled to resurface two other road sections with similar material later the year. The Highways Department and the Environmental Protection Department will jointly monitor the durability and noise reduction performance of this new material for review in two years. More road sections will be identified depending on the findings of the trial.

Implementation of Traffic Management Measures to Address Traffic Noise Problem

11. We are finalizing a preliminary list of a few potential road sections which may be practicable for trial of traffic management schemes. Once we have finalized the potential road sections for a trial, we will consult the relevant District Councils and trade before we proceed with the trials. The Transport Department and Environmental Protection Department will conduct surveys and assess the potential noise benefit from the trial

schemes.

Consultation with the District Councils

12. We have been briefing the District Councils on the new policy to address the noise impact of existing roads on residents in the neighbourhood. The briefing commenced in mid January 2001 and up to now 17 District Councils have been briefed. We have scheduled to brief the Yau Tsim Mong District Council on 5 July 2001. All of the District Councils that were briefed supported in principle the new policy. A summary report of the main views expressed is attached at Annex B.

**Environment and Food Bureau
June 2001**

Consultation with the District Councils

Main Views of District Council Members

Introduction

The Environment and Food Bureau in collaboration with Environmental Protection Department, Highways Department and Transport Department have been briefing the District Councils on the new policy to address the noise impact of existing roads on residents in the neighbourhood. The briefing commenced in mid January and up to now 17 out of the 18 District Councils have been briefed. We are scheduled to brief the remaining one, the Yau Tsim Mong District Council, on 5 July 2001. Main views expressed by the District Council members are summarized below.

Main Views of District Council Members

2. Members of the District Councils in general supported the new policy. Many of them proposed that specific road sections in their districts should be retrofitted with barriers/enclosures or resurfaced with low noise material to abate the traffic noise. Members also requested the Administration to expedite the retrofitting works as far as possible. We explained the various technical and practical considerations on retrofitting barriers or enclosures and resurfacing with low noise material, and offered joint site inspection with members to facilitate exchange of views. Whilst the massive retrofitting programme would need time to complete, we would consider speeding up the implementation of the retrofitting works where opportunities arise.

3. Some members raised and shared their views on what they would consider a good looking barrier. We undertook to carefully consider the visual aspects in the design of barriers and to adopt landscaping as practicable to enhance the aesthetical quality. We assured members that we would provide more details including the design of the barriers to brief the District Councils of projects in their respective districts before the construction of the barriers.

4. Some members suggested the Government to consider

adopting more stringent traffic noise standard. We clarified that the current noise standard adopted in Hong Kong was comparable to those of other developed countries. Due to the high population density of our city, we were required to pay extra effort to achieve similar noise standard of other places. In most cases, road sections with noise exceeding the current noise standard could not be retrofitted with noise barriers due to technical constraints, not because of them not meeting the noise standard.

5. Some members suggested the Government to consider other non-engineering measures for example banning vehicles at night on particular roads in their districts. We are finalizing a preliminary list of a few potential road sections which may be practicable for trial of traffic management schemes. We will consult the relevant District Councils and trade on the schemes before the trial.

Enforcement against Speeding Offences
 針對超速罪行的執法數字

Annex A

2000		Jan 一月	Feb 二月	Mar 三月	Apr 四月	May 五月	Jun 六月	Jul 七月	Aug 八月	Sep 九月	Oct 十月	Nov 十一月	Dec 十二月	Total 合計
More than 15Km/h but not more than 30Km/h 超速逾每小時15公里但不多於30公里 FPT定額罰款告票編號：2 S/A傳票/拘捕編號：5	Summons傳票	158	45	63	71	86	118	173	113	93	79	73	70	1,142
	Arrest拘捕	5	5	8	3	8	7	2	5	2	4	6	9	64
	Pol. 570定額罰款告票	4,620	4,243	5,177	5,585	7,769	7,743	6,810	6,446	6,232	5,943	6,984	6,794	74,346
	Total合計	4,783	4,293	5,248	5,659	7,863	7,868	6,985	6,564	6,327	6,026	7,063	6,873	75,552
More than 30Km/h but not more than 45Km/h 超速逾每小時30公里但不多於45公里 FPT定額罰款告票編號：2A S/A傳票/拘捕編號：5A	Summons傳票	48	33	47	39	72	56	86	46	29	31	22	21	530
	Arrest拘捕	1	0	0	1	1	0	0	0	1	1	0	0	5
	Pol. 570定額罰款告票	366	354	491	572	806	829	731	660	616	536	676	725	7,362
	Total合計	415	387	538	612	879	885	817	706	646	568	698	746	7,897
More than 45Km/h 超速逾每小時45公里 FPT定額罰款告票編號：2B S/A傳票/拘捕編號：5B	Summons傳票	54	56	61	50	96	60	75	67	58	47	40	34	698
	Arrest拘捕	0	0	0	0	1	1	0	0	0	0	1	0	3
	Pol. 570定額罰款告票	7	4	2	1	1	2	1	9	24	24	23	26	124
	Total合計	61	60	63	51	98	63	76	76	82	71	64	60	825
15Km/h or less 超速每小時15公里或以下 FPT定額罰款告票編號：1 S/A傳票/拘捕編號：6	Summons傳票	41	26	48	43	78	74	88	48	25	28	42	40	581
	Arrest拘捕	1	2	0	1	3	1	0	0	1	1	1	1	12
	Pol. 570定額罰款告票	7,789	6,893	8,821	6,398	8,839	8,431	7,762	8,722	8,592	7,612	9,200	7,453	96,512
	Total合計	7,831	6,921	8,869	6,442	8,920	8,506	7,850	8,770	8,618	7,641	9,243	7,494	97,105
Total合計	Summons傳票	301	160	219	203	332	308	422	274	205	185	177	165	2,951
	Arrest拘捕	7	7	8	5	13	9	2	5	4	6	8	10	84
	Pol. 570定額罰款告票	12,782	11,494	14,491	12,556	17,415	17,005	15,304	15,837	15,464	14,115	16,883	14,998	178,344
	Total合計	13,090	11,661	14,718	12,764	17,760	17,322	15,728	16,116	15,673	14,306	17,068	15,173	181,379

2001		Jan 一月	Feb 二月	Mar 三月	Apr 四月	Total 合計
More than 15Km/h but not more than 30Km/h 超速逾每小時15公里但不多於30公里 FPT定額罰款告票編號：2 S/A傳票/拘捕編號：5	Summons傳票	45	53	85	125	308
	Arrest拘捕	3	1	4	5	13
	Pol. 570定額罰款告票	8,194	6,658	8,677	6,952	30,481
	Total合計	8,242	6,712	8,766	7,082	30,802
More than 30Km/h but not more than 45Km/h 超速逾每小時30公里但不多於45公里 FPT定額罰款告票編號：2A S/A傳票/拘捕編號：5A	Summons傳票	18	21	17	22	78
	Arrest拘捕	0	0	0	2	2
	Pol. 570定額罰款告票	772	739	911	717	3,139
	Total合計	790	760	928	741	3,219
More than 45Km/h 超速逾每小時45公里 FPT定額罰款告票編號：2B S/A傳票/拘捕編號：5B	Summons傳票	44	47	50	55	196
	Arrest拘捕	0	0	1	0	1
	Pol. 570定額罰款告票	31	39	41	13	124
	Total合計	75	86	92	68	321
15Km/h or less 超速每小時15公里或以下 FPT定額罰款告票編號：1 S/A傳票/拘捕編號：6	Summons傳票	27	27	49	29	132
	Arrest拘捕	0	0	2	0	2
	Pol. 570定額罰款告票	9,467	7,462	9,466	7,477	33,872
	Total合計	9,494	7,489	9,517	7,506	34,006
Total合計	Summons傳票	134	148	201	231	714
	Arrest拘捕	3	1	7	7	18
	Pol. 570定額罰款告票	18,464	14,898	19,095	15,159	67,616
	Total合計	18,601	15,047	19,303	15,397	68,348

Illegal Road Racing Enforcement Statistics
在道路上非法賽車的執法數字

2000	Jan 一月	Feb 二月	Mar 三月	Apr 四月	May 五月	Jun 六月	Jul 七月	Aug 八月	Sep 九月	Oct 十月	Nov 十一月	Dec 十二月	Total 合計	HKI 港島	KE 東九龍	KW 西九龍	NTS 新界南	NTN 新界北	Total 合計	
1. Number of Complaints received 會接獲的投訴(宗)																				
1.1 Noise 噪音	0	0	0	0	0	3	2	0	1	2	0	6	14	0	0	0	14	0	14	
1.2 Illegal road racing 在道路上非法賽車	3	3	8	10	6	9	10	8	14	12	8	15	106	0	38	56	11	1	106	
1.3 Others (bad driving, speeding) 其他(拙劣駕駛、超速)	0	4	0	2	3	7	3	3	15	8	4	8	57	22	0	0	33	2	57	
Total 合計	3	7	8	12	9	19	15	11	30	22	12	29	177	22	38	56	58	3	177	
2. Number of fully planned enforcement operations 有充分計劃的執法行動(次數)																				
2.1 Overt 公開的	6	2	4	7	6	6	2	3	6	5	10	6	63	17	0	6	14	26	63	
2.2 Covert 非公開的	2	0	16	11	8	4	9	7	3	10	6	9	85	0	80	0	4	1	85	
Total 合計	8	2	20	18	14	10	11	10	9	15	16	15	148	17	80	6	18	27	148	
3. Number of operations resulting in prosecutions 導致檢控的執法行動(次數)																				
3.1 S 55 RTO (Road Racing) 《道路交通條例》第55條(在道路上進行賽車活動)	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	1	0	1	
3.2 Other offences 其他罪行	0	1	3	0	1	1	2	1	0	0	0	0	9	7	1	0	1	0	9	
Total 合計	0	1	3	0	1	1	2	1	0	1	0	0	10	7	1	0	2	0	10	
4. Number of persons prosecuted for 就下列罪行遭檢控的人數																				
4.1 Contravention of S.55 RTO 違反《道路交通條例》第55條	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.2 Reckless Driving 魯莽駕駛	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	0	0	1	
4.3 Careless Driving 不小心駕駛	0	0	0	0	1	0	0	0	0	0	2	0	3	1	0	0	2	0	3	
4.4 Speeding 超速	62	0	378	1240	25	427	97	40	98	410	454	289	3520	0	255	41	3224	0	3520	
4.5 Speeding (Non-stopper) 超速(非截停車輛)	11	0	25	664	73	256	45	29	0	73	37	629	1842	0	114	83	1645	0	1842	
4.6 Construction and Maintenance 車輛構造及保養	12	0	16	17	0	2	9	4	4	6	3	0	73	0	73	0	0	0	73	
4.7 Others 其他罪行	16	1	4	2	4	13	4	6	4	0	11	2	67	8	16	17	26	0	67	
Total 合計	101	1	423	1923	103	698	156	79	106	489	507	920	5506	10	458	141	4897	0	5506	
5. Number of vehicles detained for examination 遭扣留檢驗的車輛數目(輛)																				
5.1 Private cars 私家車	0	1	15	10	6	2	6	0	0	8	0	2	50	3	26	0	7	14	50	
5.2 LGV's 輕型貨車	0	0	0	0	0	0	1	0	1	0	2	0	4	0	3	1	0	0	4	
5.3 Motor cycles 電單車	0	0	2	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	2	
5.4 Others 其他類別的車輛	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total 合計	0	1	17	10	6	2	7	0	1	8	2	2	56	3	31	1	7	14	56	
6. Outstanding cases (give details if any) 懸而未決的個案(如有的話, 請提供詳情。)	3*	0	2**	0	2***	0	0	0	0	0	0	0	7	0	4	3	0	0	7	

* KE : RN00000865 for drink driving with 1 person arrested & RN00000895 for possession of dutiable good (marked oil) with 1 person arrested. 東九龍：報案編號RN00000865酒後駕駛，一人遭拘捕及RN00000895藏有應課稅物品(有標記柴油)，一人遭拘捕。

KW : RN000001548 for drink driving. 西九龍：報案編號RN000001548酒後駕駛。

** KE : RN000002328 for drink driving with 1 person arrested. On 2000-03-26, 11 persons arrested for 'Illegal Car Racing' in covert illegal car racing operation.

東九龍：報案編號RN000002328酒後駕駛，一人遭拘捕。在2000年3月26日一個非公開的反非法賽車執法行動中，共有11人因“非法賽車”遭拘捕。

*** KW : RN00004722 for driving w/o driving license, using a vehicle w/o 3rd party insurance and wanted person located for non-payment of fine, and RN00004755 for speeding, driving whilst disqualified and using a vehicle w/o 3rd party insurance.

西九龍：報案編號RN00004722駕車時沒有駕駛執照、駕駛時沒有第三者保險、找到因“欠繳罰款”而遭通緝的人士及 RN00004755 超速、在被取消駕駛資格期間駕駛、在沒有第三者保險下使用車輛。

Illegal Road Racing Enforcement Statistics
在道路上非法賽車的執法數字

2001	Jan 一月	Feb 二月	Mar 三月	Apr 四月	Total 合計	HKI 港島	KE 東九龍	KW 西九龍	NTS 新界南	NTN 新界北	Total 合計
1. Number of Complaints received曾接獲的投訴(宗)											
1.1 Noise噪音	1	0	7	0	8	0	0	0	8	0	8
1.2 Illegal road racing在道路上非法賽車	8	8	12	0	28	0	11	6	9	2	28
1.3 Others (bad driving, speeding)其他(拙劣駕駛、超速)	7	6	4	0	17	6	0	0	11	0	17
Total合計	16	14	23	0	53	6	11	6	28	2	53
2. Number of fully planned enforcement operations有充分計劃的執法行動											
2.1 Overt公開的	1	4	6	0	11	0	0	0	2	9	11
2.2 Covert非公開的	4	6	16	0	26	3	22	0	1	0	26
Total合計	5	10	22	0	37	3	22	0	3	9	37
3. Number of operations resulting in prosecutions導致檢控的執法行動(次數)											
3.1 S 55 RTO(Road Racing)《道路交通條例》第55條(在道路上進行賽車活動)	0	0	0	0	0	0	0	0	0	0	0
3.2 Other offences其他罪行	0	0	0	0	0	0	0	0	0	0	0
Total合計	0	0	0	0	0	0	0	0	0	0	0
4. Number of persons prosecuted for就下列罪行遭檢控的人數											
4.1 Contravention of S.55 RTO違反《道路交通條例》(香港法例第374章)第55條	0	0	0	0	0	0	0	0	0	0	0
4.2 Reckless Driving魯莽駕駛	0	0	0	0	0	0	0	0	0	0	0
4.3 Careless Driving不小心駕駛	1	0	0	0	1	0	0	0	1	0	1
4.4 Speeding超速	320	23	41	0	384	0	64	0	320	0	384
4.5 Speeding (Non-stopper)超速(非截停車輛)	395	0	3	0	398	0	3	0	395	0	398
4.6 Construction and Maintenance車輛構造及保養	4	2	2	0	8	0	8	0	0	0	8
4.7 Others其他罪行	0	0	1	0	1	0	1	0	0	0	1
Total合計	720	25	47	0	792	0	76	0	716	0	792
5. Number of vehicles detained for examination遭扣留檢驗的車輛數目(輛)											
5.1 Private cars私家車	0	7	2	0	9	0	4	0	0	5	9
5.2 LGV's輕型貨車	0	0	0	0	0	0	0	0	0	0	0
5.3 Motor cycles電單車	0	0	0	0	0	0	0	0	0	0	0
5.4 Others其他類別的車輛	0	0	0	0	0	0	0	0	0	0	0
Total合計	0	7	2	0	9	0	4	0	0	5	9
6. Outstanding cases (give details if any)個案(如有的話，請提供詳情。)	0	0	0	0	0	0	0	0	0	0	0

Enforcement against code 73, 74 and 76 of 'Defective Vehicles' by month

for the period of 2000 to 2001 (Jan-Apr)

針對"損壞車輛"項目中編號73,74及76的每月執法數字

由2000年1月至2001年4月

Month月份	2000			2001		
	Summons交通傳票	Pol. 570 定額罰款告票	Total合計	Summons交通傳票	Pol. 570 定額罰款告票	Total合計
Jan一月	279	2	281	217	2	219
Feb二月	161	0	161	234	6	240
Mar三月	279	0	279	313	2	315
Apr四月	248	1	249	199	4	203
May五月	237	0	237			0
Jun六月	260	0	260			0
Jul七月	303	1	304			0
Aug八月	290	4	294			0
Sep九月	259	0	259			0
Oct十月	268	0	268			0
Nov十一月	337	4	341			0
Dec十二月	236	3	239			0
Total合計	3,157	15	3,172	963	14	977

Summons交通傳票(編號) Description 違例事項

73 Defective Vehicle - Mechanical 損壞車輛---機件

74 Defective Vehicle - Tyres 損壞車輛---輪胎

76 Defective Vehicle - Other Defects 損壞車輛---其他損壞

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Enforcement against 'Sounding audible warning device unnecessarily' by month
for the period of 2000 to 2001 (Jan-Apr)

針對"在不必要的情況下鳴響發聲警報設備"的按月執法數字
 由2000年1月至2001年4月

Month月份	2000			2001			
	Summons交通傳票	Pol. 570 定額罰款告票	Total合計	Summons交通傳票	Pol. 570 定額罰款告票	Total合計	
Jan一月	0	11	11	0	11	11	
Feb二月	0	7	7	1	3	4	
Mar三月	0	7	7	0	7	7	
Apr四月	0	6	6	0	5	5	
May五月	1	9	10	/		0	
Jun六月	1	9	10			0	
Jul七月	0	11	11			0	
Aug八月	2	9	11			0	
Sep九月	0	4	4			0	
Oct十月	1	11	12			0	
Nov十一月	1	9	10			0	
Dec十二月	0	5	5			0	
Total合計	6	98	104		1	26	27

Note : No arrest cases were recorded. 註：並無拘捕個案。
 Enforcement code (51) for Summons and (19) for Pol. 570.
 交通傳票的編號為(51)；而Pol.570定額罰款告票的檢控編號為(19)

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