

Panel on Environmental Affairs
Subcommittee on Issues Relating to Air, Noise and Light Pollution
Follow-up to meeting on 28 June 2013

- (a) **“the factors that have been taken into consideration in deciding not to tighten the existing statutory road traffic noise limit of 70 dB(A) L₁₀(1 hour) for residential premises as stipulated in the Hong Kong Planning Standards and Guidelines”**

Internationally there is no uniform noise standard for traffic noise. Countries/cities adopt different noise standards by taking into account local circumstances and community response to noise. The planning standard of 70 dB(A)L₁₀(1 hour) adopted in Hong Kong is on par with those adopted by the UK and USA as well as Korea in Asia.

Hong Kong is a highly dense and compact city. Due to compactness of Hong Kong, traffic noise is a common problem across the population in existing development areas. To minimize the noise impact of existing roads on nearby residents, the Administration has launched a programme to retrofit noise barriers on existing roads with a traffic noise level exceeding the limit of 70 dB(A)L₁₀(1 hour) where practicable and resources available. So far, the Government has carried out retrofitting works on 17 existing road sections. Retrofitting works on nine road sections have been completed, while the construction of noise barriers on the remaining eight road sections is in progress. The above retrofitting works will benefit some 56,000 residents when completed. Retrofitting works for about 20 existing road sections are under planning and will be implemented progressively according to the procedures of the Public Works Programme. Meeting the current standard is already a challenge to the planning of new transport projects and other land use to meet the social needs, such as residential developments. Taking into account our conditions and noting that our current statutory standards are on par with those adopted by the UK, USA and Korea, we do not recommend tightening of the existing road traffic noise limit at this stage.

現時在國際間並無劃一的交通噪音標準，各國/各城市會因應本土環境和社會對噪音的接受程度，採用不同的噪音標準。香港現行的 70 分貝(A) L₁₀(1 小時)這個規劃標準，與英國和美國以及亞

洲韓國所採用的標準相若。

香港是一個高度密集和擠逼的城市。由於香港環境稠密，在現存的發展地區，交通噪音仍然是居民面對的一個常見問題。為紓減現有道路的交通噪音以減少對附近居民的影響，政府已推行一個計劃，在切實可行和資源許可的情況下，於交通噪音水平超逾 70 分貝(A)L₁₀(1 小時) 的現有道路加建隔音屏障。現時，政府已在 17 個現有路段進行加建隔音屏障工程，其中九個路段的加建工程已完成，其餘八個路段的隔音屏障正在興建中，上述工程全數完成後可讓約 56 000 名居民受惠。另外約 20 個現有路段的加建工程正在計劃中，有關工程會按工務計劃的程序逐步推展。要符合現行噪音標準的要求，在規劃新的運輸工程項目，以及其他滿足社會需求諸如住宅發展的土地用途方面，已經是一項挑戰。因應我們的情況，並考慮到我們的規劃標準與英國、美國和韓國所採用的標準相若，我們在現階段不建議收緊現有的交通噪音標準。

- (b) **“the latest progress and details of the trial scheme to test the fitting of “acoustic windows” in resident buildings situated next to busy roads to protect residents from excessive traffic noise (e.g. the timeframe for completing the scheme and the way forward), as well as the latest developments of other innovative noise mitigation designs and measures against traffic noise”**

The Environmental Protection Department (EPD) regularly researches on innovative designs to help mitigate noise problems. Acoustic windows are an improved form of double glazing windows which can achieve noise mitigation effect without closing the windows. Collaboration with the Housing Department (HD) is instrumental to putting such designs into trial to confirm their effectiveness and user acceptability. In-situ mock-up testing of acoustic windows in San Po Kong public housing site has shown promising results in terms of noise mitigation effectiveness, and the housing project with these windows will be completed in 2016. Meanwhile, HD would consider applying these innovative noise mitigation measures to other new developments on a case by case basis where applicable.

The new designs, if found effective and acceptable, could help overcome the traffic noise constraint for residential developments. HD will evaluate the

effectiveness and user acceptance of acoustic windows upon intake of population at the San Po Kong public housing development. An evaluation of these new designs should be available one year after completion. The findings will be shared with professionals in the building industry, developers as well as the general public.

Furthermore, to help professionals of different disciplines involved in the development process, EPD have been promulgating the use of various design forms and measures for mitigating traffic noise. To facilitate more use of innovative noise mitigation designs and measures against road traffic noise, EPD have collated examples on innovative building design forms and measures that are proven effective in mitigating traffic noise affecting residential developments, in the form of a web-based database. The database, which is available at websites of EPD, HD, Planning Department, Buildings Department and Lands Department, acts as a platform for information sharing among concerned professionals and interested parties.

環境保護署(環保署)會不時探討創新的設計，以助緩解噪音問題。「減音窗」是雙層玻璃窗的改良設計，不需要完全關閉窗戶亦可提供減音效果。本署與房屋署的協作，有助試驗此類設計以確定其實際效能及是否為居民所接受。新蒲崗公營房屋地盤的實地試驗結果顯示，「減音窗」的減音效能令人鼓舞，這個採用「減音窗」的項目將於 2016 年完成。同時，房屋署會視乎個別情況，考慮在其他合適的新項目採用這些創新的噪音緩解措施。

若有關設計證實有效及被居民接受，這些創新的減音設計會有助克服交通噪音對住宅發展項目造成的掣肘。在新蒲崗公營房屋入伙後，房屋署會評估「減音窗」的效用及居民的接受程度，預計樓宇入伙後一年有相關的評估結果。評估結果將會與建築業界的專業人士、發展商及公眾分享。

此外，為幫助參與項目發展不同界別的專業人士，環保署一向鼓勵採用多種樓宇設計方法及措施，來緩減交通噪音的影響。就此，環保署整理了多個有實效的例子，集結成一個可在環保署、房屋署、規劃署、屋宇署及地政總署的網頁中瀏覽的網上數據庫，為相關專業人士及其他關注團體，提供一個資訊互享的平台。