

中西區區議會
二零零四至零五年度
交通及運輸委員會第三次會議報告
(二零零四年四月十五日)

關注正街行人扶手電梯的興建進展

運輸署指地鐵公司在剛向政府提交的南港島線新方案中，建議於般咸道設出入口，該署因此須重新檢討正街行人扶梯的設計，以免與地鐵的出入口設施出現資源重疊。委員認為運輸署應盡快落實正街行人扶梯的工程及要求地鐵公司在設計出入口設施時作出配合，並同意致函運輸署及地鐵公司反映意見。

從速改善栢道／羅便臣道的行人路

運輸署指未能展開擴闊行人路的工程，主要是由於路政署在設計該段行人路時遇到技術上的困難。委員希望進一步了解有關的技術困難，並同意將事項交由中西區地區管理委員會跟進。此外，委員會通過以下動議：

「中西區區議會交通及運輸委員會強烈要求政府立刻擴闊羅便臣道／栢道的行人路，提高行人的過路安全。」

強烈要求將雲咸街（界乎威靈頓街至皇后大道中一段）回復兩線行車

運輸署表示將雲咸街路口收窄是為引導車輛一線轉入皇后大道中，以配合該段皇后大道中由三條行車線減至兩條行車線，避免有兩線車輛同時於路口選擇皇后大道中行車線而互相穿插，導致意外。委員會同意就雲咸街一帶的交通情況進行實地視察，以了解交通擠塞問題的起因及討論改善的建議。此外，委員會通過以下動議：

「強烈要求運輸署將雲咸街（界乎威靈頓街至皇后大道中一段）回復兩線行車。」

要求改善堅尼地城海旁行車路面不平情況

路政署表示對驗收路面的臨時復修工程設有一定標準，並會於工程完成後繼續監察路面的情況，若出現問題便會即時要求有關的工程承辦商進行緊急維修。就委員所提出位於堅尼地城海旁的問題路段，水務署表示已剛好完成有關的水務工程，路面的永久復修工程會隨即展開，預計慢線的復修工程可於四月份完成，然後於五月份進行快線的工程，每條行車線需時約兩星期。

要求在加惠臺對開加惠民道斜坡加建樓梯往域多利道

土木工程署拍指由於該斜坡的傾斜度及高度較大，加上土質並不理想，故認為不宜設置樓梯，以免加重斜坡的負荷。至於委員早前建議於加惠民道／域多利道交界加設的安全島，運輸署表示會因應土木工程署提供的工地圍板圖則，考慮是否可於斜坡鞏固工程期間先提供一個臨時的安全島。

要求 971 號巴士增加班次及延長服務時間

運輸署及新巴均表示 971 號路線自開辦至今的乘客量偏低，但會密切注意乘客的需求，在有需要時調整班次及服務時間。委員指現時 971 號路線於九龍途經較偏僻的路線前往西鐵南昌站，未能吸引乘客及切合西區居民的需要，要求運輸署及新巴對路線作出修改。

紅棉路及花園道交界的危險轉彎位

運輸署表示已計劃重新安排紅棉路及花園道交界三角島交通標誌的位置，以免影響駕駛者的視線。至於梅夫人婦女會對出的彎位，運輸署指該段道路符合安全標準，但該署會改善交通標誌安排，並知會警方留意該處交通情況及加強檢控違例人仕，進一步保障道路使用者的安全。

關注中區（中建大廈、雲咸街、擺花街）的士停泊嚴重影響交通及居民生活

委員要求運輸署加強有關的士站及其他的交通管理措施，以及考慮取消位於中建大廈的的士站；並且要求警方進一步增派人手於雲咸街及擺花街執法，檢控違例的的士司機。

西營盤第二街與東邊街交界處交通意外事件

委員就該處的道路安全提出了不同建議，包括延長交界處的行人路欄杆及考慮將第一街至第二街一段東邊街劃為緊急車輛通道等，並且關注第一街及第二街重建後對該帶交通的影響。運輸署表示會因應該區重新發展對交通的影響，考慮委員提出的建議。

續議事項查察表 – 要求開辦由南區經西區及西隧往機場的路線

就委員要求開辦由南區經西區及西隧往機場的巴士服務，運輸署於上次會議後表示現階段不會開辦有關路線，以避免服務重疊造成的擠塞及環境問題，但該署會繼續密切監察西區巴士服務的需求，並在有需要時與巴士公司檢討及調節有關服務。委員不滿運輸署的回覆，並同意去函約見運輸署署長親自反映以上的要求。

要求開放長江中心對出（近停車場出入口）上落車停泊位

運輸署表示有關的上落車停泊位已規劃為巴士站，以幫助舒緩皇后大道中的交通擠塞。此外，有委員關注圍繞長江中心的政府土地的使用權，並表示會提交中西區區議會討論。

中西區區議會秘書處
二零零四年四月

**Report on the 3rd Meeting of
the Traffic & Transport Committee in 2004/2005
(15 April 2004)**

Concern over the Progress on the Construction of Centre Street Escalator

Transport Department (TD) said that in its new strategy on South Hong Kong Island Line recently submitted to the Government, Mass Transit Railway Corporation (MTRC) proposed to construct an entrance/exit at Bonham Road. As such, TD has to review the design of the Central Street Escalator in order to avoid duplication of resources with the MTR entrance/exit facilities. Members were of the opinion that TD should implement the construction works of the Central Street Escalator as soon as possible, and that MTRC should design the entrance/exit facilities having consideration to the proposed escalator. Members agreed to send a letter to TD and MTRC to reflect their opinions.

Expedite the Improvement on the Pavement at Park Road/Robinson Road

TD informed that they could not carry out the pavement widening works, mainly due to technical difficulties encountered by the Highways Department (Hy D) in working out the design for the section of pavement concerned. Members wanted to know the details of the technical difficulties, and agreed that the issue should be followed up by the Central and Western District Management Committee (C&WDMC). Besides, Members passed the motion as follows:

“The C&W Traffic & Transport Committee strongly requests the Government to widen the pavement at Park Road/Robinson Road immediately with a view to enhancing the safety of pedestrians.”

Strong Request for Restoring Wyndham Street (the Section between Wellington Street and Queen's Road Central) to Two-Lane Traffic

TD advised that the reason behind the narrowing of the junction of Wyndham Street was to direct vehicles into Queen's Road Central in one traffic lane, which was to complement the arrangement of reducing the number of lanes at that section of Queen's Road Central from three to two, so as to avoid any accidents resulting from vehicles of two lanes competing to enter Queen's Road Central at the junction. Members agreed to conduct a site inspection to investigate the traffic conditions around Wyndham Street in order to find out the reasons for traffic congestion and work out possible solutions. Besides, Members passed the motion as follows:

“The C&W Traffic & Transport Committee strongly requests that Transport Department should restore Wyndham Street (the section between Wellington Street and Queen's Road Central) to two-lane traffic.”

Request for Improvement to the Uneven Road Surface at Kennedy Town Praya

Hy D pointed out that they had general acceptance standards for temporary road rehabilitation works on road surface and would continue to monitor the road surface conditions after the completion of works. In case of detected defects, the contractors concerned would be requested to conduct emergency repairs. As for the section at Kennedy Town Praya mentioned by Members, Water Supplies Department (WSD) said that the waterworks concerned were just completed, and would be followed by the permanent rehabilitation works on the road surface. It was anticipated that the works on the climbing lane would be completed in April, and that on the fast lane would commence in May. The works for each lane required about two weeks to complete.

Request for the Construction of Staircase leading to Victoria Road at the Slope of Ka Wai Man Road off Cayman Rise

Civil Engineering Department (CED) pointed out that, as the slope in question was steep and high and the soil behaviour thereat was unsatisfactory, the department considered it undesirable to build a staircase over the slope as this would overload the slope. As regards members' suggestion to add a safety island at the junction of Ka

Wai Man Road/ Victoria Road, TD said that they would consider providing a temporary safety island at the commencement of the slope stabilization works based on CED's plan indicating the locations of hoarding at the construction site.

Request for Increasing Frequency and Extending Service Hours of Bus Route No. 971

Both TD and New World First Bus Services Limited (NWFB) said that patronage of route No 971 has been low since its operation. However, they would closely monitor the passenger demand and would adjust the frequency and service hours of the route when necessary. Members pointed out that since buses of the route currently plied through roads in the remote areas in Kowloon before arriving at Nam Cheong Station of the West Rail, the route was not popular and did not suit the needs of residents of the Western District. Members therefore requested that TD and NWFB should implement re-routing of the route.

Dangerous Bend at the Junction of Cotton Tree Drive and Garden Road

TD said that they had planned to relocate the traffic signs erected at the triangular island at the junction of Cotton Tree Drive and Garden Road to avoid blocking the view of motorists. As regards the bend off Helena May Institute, TD pointed out that the road section met all safety standards, but they would rearrange the traffic signs for further improvement. In addition, they would advise the Police to pay attention to the traffic conditions there and to exercise more stringent control through traffic prosecution to further ensure the safety of road users.

Concern over the Adverse Effect of Parking of Taxis on the Traffic and Daily Lives of Local Residents in Central District (around Central Building, Wyndham Street and Lyndhurst Terrace)

Members requested that TD should enhance traffic management measures including those for the taxi stand concerned and consider cancellation of the taxi stand at Central Building. Besides, Members requested the Police to increase the manpower deployed to Wyndham Street and Lyndhurst Terrace for law enforcement and prosecution of taxi drivers who committed driving offences.

Traffic Accident at the Junction of Second Street and Eastern Street, Sai Ying Pun

Members proposed various solutions for enhancing road safety at the junction concerned, including lengthening the pavement railing at the junction and considering designating the section of Eastern Street between First Street and Second Street as an emergency vehicular access. Members were also concerned about the possible effects of redevelopment of First Street and Second Street on the traffic around the region. TD said that they would consider the solutions proposed by Members with reference to the possible effects of redevelopment of the district on the traffic.

Action Checklist - Request for Operating New Bus Routes from the Southern District to the Airport via the Western District and the Western Harbour Crossing

With regard to Members' request for operating new bus routes from the Southern District to the airport via the Western District and the Western Harbour Crossing, TD expressed after the last meeting that to avoid congestion and environmental problems caused by duplication of services, no such routes would be provided for the time being. However, TD would continue to closely monitor the demand for bus services in the Western District, with a view to reviewing and adjusting the existing bus services with the bus companies as and when required. Members were not satisfied with the response from TD, and agreed to send a letter to Commissioner for Transport to request for an appointment with him to reflect their views direct.

Request for Opening the Loading/Unloading Area outside Cheung Kong Centre (near the Entrance of its Car Park) for Public Use

TD said that the loading/unloading area concerned had been designated for use as a bus stop to ease the traffic congestion at Queen's Road Central. Besides, a Member raised concern about the right of way of the government land surrounding Cheung Kong Centre, and said that the issue would be submitted to Central and Western District Council for discussion.

Central & Western District Council Secretariat
April 2004