

中西區區議會  
二零零四至零五年度  
交通及運輸委員會第四次會議報告  
(二零零四年六月十日)

(一) 合約編號 HK16/03 中環填海計劃第 III 期 - 腹地排水改善工程康樂廣場的臨時交通改道措施

拓展署承建商指出，在實施有關的臨時交通改道措施期間，由於交易廣場旁的一段康樂廣場仍會維持原有的三線行車，相信對交通流量影響輕微。惟經討論後，委員會要求將康樂廣場第二條行車線的部分工程（即臨時交通改道措施計劃 2 的階段 5 及階段 6）改為夜間進行。除此之外，委員會對康樂廣場及部份民耀街實施有關的臨時交通改道措施並無異議。

(二) 強烈要求 5A 及 1 號巴士路線合併後，統稱為『5A』

運輸署及巴士公司均同意委員的建議，暫時將合併後的路線稱為「1-5A」，以方便中西區及灣仔區的居民適應。部門及巴士公司會在此期間收集乘客的意見，然後於九月再決定最終的稱號。此外，委員會同意巴士公司提出將該條路線的總站由卑路乍灣遷往堅尼地城的建議。

(三) 要求恢復 5X 路線全日及雙向行駛及改善巴士重組的宣傳不足

運輸署表示會考慮因應乘客的需求而與巴士公司商討調整 5X 號路線的班次，但對恢復全日及雙向行駛有保留。由於 5X 號路線的重組計劃才剛剛落實，加上委員會一直希望利用巴士重組計劃改善區內的交通擠塞及空氣污染問題，委員會最後決定繼續試行該重組計劃，並於九月再檢討是否需要恢復全日及雙向行駛。

(四) 關注電車站密封式廣告板對車站結構造成的影響

運輸署表示更改電車站上蓋的設計須預先向該署申請，並得到「橋樑及有關建築物外觀諮詢委員會」批准；由於電車公司事前未有向運輸署申請，該署已去信要求電車公司將車站上蓋還原為原先批准的設計。電車公司則表示現正就電車站上蓋的新設計，尋求「橋樑及有關建築物外觀諮詢委員會」的批准，並會因應委員的意見考慮以展板及射燈取代車站上蓋的大型燈箱。

(五) 強烈要求在山市街設立行人扶手電梯或升降機

委員指現時沒有車路直達山市街五臺，居民只能依靠山市街的石級出入，對長者及傷殘人士尤其不便。因此，委員要求環境運輸及工務局及運輸署為居民設立扶手電梯或升降機。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在山市街設立行人扶手電梯或升降機。」

(六) 強烈要求擴闊正街及第二街近西營盤街市的行人路

運輸署表示在去年九月二十五日的委員會會議後，已委託路政署擴闊第二街近西營盤街市路口的行人路，但由於該處正進行渠務工程，相信路政署要待有關工程完成後才能開始擴闊行人路。此外，由於市區重建局的發展項目工程即將展開，屆時會有大型的工程車輛由第二街經正街往皇后大道西，故運輸署對委員要求擴闊由皇后大道西至第三街整段正街的東面行人路有保留；但考慮到該段行人路較狹窄的部分主要在正義樓對開，運輸署可考慮只將該一小段行人路擴闊 1 米，惟此建議與原先擴闊第二街近西營盤街市路口行人路的建議只可取其一，以確保有足夠的行車路面供大型車輛使用。

經討論後，委員會通過以下動議：

「強烈要求運輸署：

1. 立刻將正街界乎大道西至第三街的行人路擴闊
2. 立刻將第二街近西營盤街市兩旁的行人路擴闊」

(七) 要求立刻改善文咸東街及蘇杭街地磚破爛

由於水務署計劃於文咸東街及蘇坑街以無開掘方法進行水管更換工程，承建商須於施工前勘測地下水管路線及附近的地下公用設施，因而用噴漆在地面留下了測量記號。水務署得悉委員的投訴後已安排盡快清洗有關記號，並要求承建商日後改用較易清洗的水溶性蠟筆代替噴漆作記號。

至於地磚破爛的問題，路政署表示主要是由於重型車輛駛上行人路引起，並曾嘗試改用硬地基及較厚的地磚等改善方法，但只能維持短期的效果，該署正與運輸署及警方研究防止車輛駛上行人路的措施。委員會要求路政署在未解決地磚破損的問題前，切勿於區內其他地點鋪設同類行人地磚，並通過以下動議：

「強烈要求政府立刻改善文咸東街及蘇杭街一帶破爛的地磚。」

(八) 強烈要求政府改善中環德己立街與威靈頓街交界的行人過路設施

運輸署就改善德己立街與威靈頓街交界的行人安全及雲咸街的交通擠塞問題，提出了一套整體的交通改善措施，包括將威靈頓街至德己立街一段雲咸街劃為禁區，延長雲咸街位於威靈頓街路口的雙白線以便將前往威靈頓街及皇后大道中的車輛分流，於威靈頓街威靈頓公爵大廈及鏞記大廈外設置上落客貨灣以提供適當的上落客貨位置及收窄威靈頓街的路口等，該署正詳細研究各項措施的可行性。

經討論後，委員會同意運輸署在考慮委員的意見及進行諮詢後試行有關的交通改善建議，然後於十月向委員會匯報及檢討措施的成效。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改善德己立街與威靈頓街交界的行人過路設施，提升行人的過路安全。」

(九) 請用積極態度回應市民訴求

運輸署明白委員提出在西營盤社區綜合大樓的般咸道出入口設置行人過路設施，是為了方便長者及傷殘人士橫過般咸道，但由於考慮多個方案後，在視距上均未能附合該署的安全指標。為確保行人安全，該署未能接受有關要求。經討論後，委員同意交由運輸署與文件提交人陳捷貴先生於會後進行實地視察及跟進。

(十) 掌握數據、了解情況、改善交通

委員就運輸署提供的交通調查數據提出了下列要求：

- 就「中區策略性交通研究」提供更詳細資料；
- 定期向委員會提供有關數據以作比較；
- 提供各項交通改善措施的實施時間表及優先次序；
- 引入電子道路收費計劃；
- 將部分位於畢打街的巴士站遷往其他地點；
- 限制貨車上落貨的時間；及
- 將部分西行的巴士路線改經德輔道中。

(十一) 強烈要求政府在荷李活道界乎水坑口街至樓梯街一段道路加設行人路設施

委員指出由於該段荷李活道車流頻密，居民曾多次要求在荷李活／水坑口街交界或荷李活道／樓梯街交界加設行人過路設施。此外，

警方的回覆亦顯示該段荷李活道有頗高的交通意外數字，故委員希望運輸署再慎重考慮加設行人過路設施的建議。委員會通過以下動議：

「強烈要求運輸署在荷李活道界乎水坑口街至樓梯街一段道路加設行人過路設施。」

(十二) 從速改善栢道／羅便臣道的行人路

路政署表示擴闊羅便臣道／栢道行人路的工程預計可於本年年尾展開，並於明年年初完成，但委員希望能進一步提早進行有關工程，早日改善該處的行人安全。經討論後，委員會同意將事項交由中西區地區管理委員會跟進。

中西區區議會秘書處  
二零零四年六月

**Report on the 4<sup>th</sup> Meeting of  
the Traffic & Transport Committee in 2004/2005  
(10 June 2004)**

**1. Contract No. HK 16/03: Central Reclamation Phase III – Hinterland Drainage Improvement Works Temporary Traffic Arrangement at Connaught Place**

The contractor of the Territory Development Department (TDD) pointed out that since three traffic lanes of the section of Connaught Place adjacent to Exchange Square would still be maintained during the implementation of the temporary traffic arrangement, the effect of the arrangement on traffic would be comparatively minimal. After deliberation, the Committee requested that parts of the works at the second lane of Connaught Place (i.e. Stages 5 and 6 of Scheme 2 of the temporary traffic arrangement) should be carried out at night instead. Apart from this, the Committee had no other comment on the arrangement on Connaught Place and sections of Man Yiu Street.

**2. A strong request for renaming the route formed by merging the bus routes No. 5A and No 1 as “No 5A”**

Both the Transport Department (TD) and the bus company concerned agreed to Members' suggestion to rename the route as “No 1-5A” on a temporary basis to allow residents in the Central & Western District and the Wan Chai District to adjust to the change. They undertook to collect the opinions of passengers over the period with a view to finalizing the name of the route in September. Besides, the Committee agreed to the bus company's proposed relocation of the bus terminus of the route from Belcher Bay to Kennedy Town.

**3. Request for resuming the full-day bi-directional operation of bus route No 5X and improving publicity on the bus route rationalization programme**

TD informed Members that they would consider discussing with the bus company concerned on the proposal to adjust the frequency of route No. 5X in order

to cater for passenger demand, but had reservation about resuming full-day bi-directional operation. Since the rationalization programme of the route was just in place, and it was always the intention of the Committee to ease the traffic and reduce air pollution within the district by means of this programme, the Committee finally agreed that the programme be continued on a trial basis until September when it would review the situation to see whether the full-day bi-directional service should be resumed.

#### **4. Concern over the possible impact of "whole tram stop advertising" on the structural integrity of a Tram Stops**

The Transport Department (TD) informed Members that any change of design of the tram stop shelter had to be approved by the department, as well as by the Advisory Committee on Appearances of Bridges and Associated Structures. Since Hong Kong Tramways Limited had not applied for their approval, TD had sent a letter to the company requesting them to reinstate the shelter to its original approved design. On the other hand, the company said that they were now seeking approval from the advisory committee for the new design, and might consider replacing the large lightbox on the shelter by panels and spotlight.

#### **5. A strong request for provision of an escalator or a lift at Sands Street**

Members pointed out that at present there was no vehicle access road directly leading to the residential blocks (i.e. the "Five Terraces") at Sands Street, thus residents there had to rely on the flight of stone steps, which was not convenient for the elderly and the physically-impaired. Therefore, the Committee requested the Environment, Transport and Works Bureau (ETWB) and TD to provide an escalator or a lift for use by residents there. The Committee passed the motion as follows:

"The C&W Traffic & Transport Committee strongly requests the Government to provide an escalator or a lift at Sands Street immediately."

## **6. A strong request for widening of the pavements of Centre Street and Second Street near Sai Ying Pun Market**

TD informed Members that following the TTC meeting held on 25<sup>th</sup> September 2003, they had asked the Highways Department (Hy D) to carry out widening works of the pavements at the junction of Second Street near Sai Ying Pun Market. However, as drainage works were in progress, Hy D had to wait until the drainage works were completed when they could commence their widening works. Besides, as the Urban Renewal Authority would commence its project soon, it was expected that much construction traffic would be created and diverted from Second Street to Queen's Road West via Centre Street, and TD had reservation about the Committee's request for widening the pavement on the east side of Centre Street between Queen's Road West and Third Street. Given that the portion of the pavement off Ching Yee Lau was very narrow, TD might consider widening that portion by 1 metre. However, TD would only agree to either carry out this widening works or carry out widening works of the pavements at the junction of Second Street near Sai Ying Pun Market, but not both, for fear of reducing the road space necessary for the passage of large vehicles.

After deliberation, the Committee passed the motion as follows:

“The C&W Traffic & Transport Committee strongly requests TD

1. to immediately widen the section of pavement of Centre Street between Queen's Road West and Third Street; and
2. to immediately widen the pavements on both sides of Second Street near Sai Ying Pun Market.”

## **7. Request for immediate improvement to the damaged floor tiles on Bonham Strand and Jervois Street**

Since the Water Supplies Department (WSD) intended to replace water pipes at Bonham Strand and Jervois Street using the non-excavation methods, the contractor had to identify the pipeline underground and the underground facilities in the surroundings, and indicate the findings on the floor with spray painting. In response to Members' complaint, WSD had arranged for removal of the marks as soon as possible, and requested the contractor to use water-based crayons instead in future.

As for the damaged tiles, Hy D pointed out that most of the tiles were damaged by heavy vehicles running on the pavement. They had attempted to replace the foundation and tiles with those of more durable materials, but the effects were only short-lived. The department was liaising with TD and the Police, with a view to working out measures to prevent vehicles from running onto the pavement. The Committee requested Hy D not to pave other locations with the same type of tiles until the problem of damaged tiles was solved. The Committee passed the motion as follows:

“The C&W Traffic & Transport Committee strongly requests immediate improvement to the damaged floor tiles on Bonham Strand and Jervois Street by the Government”

**8. Strongly requesting the Government to improve the pedestrian crossing facilities at the junction of D’Aguilar Street and Wellington Street, Central**

In order to enhance pedestrian safety at the junction of D’Aguilar Street and Wellington Street and ease the traffic at Wyndham Street, TD had proposed a package of traffic improvement measures, including designating the section of Wyndham Street between Wellington Street and D’Aguilar Street as restricted zone, extending the double white lines of Wyndham Street at the junction of Wellington Street so as to divert the traffic going to Wellington Street and Queen’s Road Central, setting up a loading/unloading bay off Duke Wellington House and Yung Kee Building at Wellington Street to provide sufficient loading/unloading space, narrowing the junction of Wellington Street, etc. TD was now looking into the feasibility of each of the measures.

After deliberation, the Committee agreed that TD should consider Members’ opinions and conduct consultation exercise after which the department could proceed to implement the measures on a trial basis and report to the Committee in October the findings of their review on the effectiveness of the measures. In addition, the Committee passed the motion as follows:

“The C&W Traffic & Transport Committee strongly requests the Government to improve the pedestrian crossing facilities at the junction of D’Aguilar Street and Wellington Street, with a view to enhancing the safety of pedestrian crossing the road.”



### **9. Please give a positive response to citizens' appeals**

TD understood that the proposed provision of pedestrian crossing facilities at the Bonham Road entrance/exit of Sai Ying Pun Community Complex was to offer convenience to the elderly and the physically-impaired when crossing the road. However, the department representative advised that none of the possible options considered could comply with the safety requirements in terms of sight distance. For the sake of pedestrian safety, TD therefore could not accept the proposal. After discussion, Members agreed that TD would conduct a site inspection with Mr. CHAN Chit-kwai who submitted the paper in question, and follow up the issue after the meeting.

### **10. To get hold of information and understand the situation in order to improve the traffic conditions**

Members made the following requests regarding the traffic research data provided by TD:

- to provide further details on the Central strategic traffic study;
- to provide the Committee with relevant data for comparison purposes on a regular basis;
- to provide the timetables for implementing various traffic improvement measures and the priority accorded to each of them;
- to introduce the Electronic Road Pricing Scheme;
- to relocate a number of bus stops at Pedder Street;
- to restrict the loading/unloading activities of trucks to the specified hours of the day; and
- to re-route a number of west-bound bus routes via Des Voeux Road Central.

### **11. Strongly requesting the Government to provide additional pedestrian crossing facilities at the section of Hollywood Road between Possession Street and Ladder Street**

Members pointed out that since there was heavy traffic at the section of Hollywood Road, residents had made repeated requests for the provision of additional pedestrian crossing facilities at the junction of Hollywood Road/Possession Street or

the junction of Hollywood Road/Ladder Street. Besides, the reply from the Police also indicated a high accident rate for the section of Hollywood Road. As such, the Committee would like TD to reconsider carefully the proposal on providing additional pedestrian crossing facilities there. The Committee passed the motion as follows:

“The C&W Traffic & Transport Committee strongly requests the Government to provide additional pedestrian crossing facilities at the section of Hollywood Road between Possession Street and Ladder Street.”

#### **12. Expedite the Improvement Works of the Pavement at Park Road/Robinson Road**

Hy D informed the meeting that the widening works of the pavement at Park Road/Robinson Road were expected to commence by the end of this year and be completed by early next year. Members would like the department to carry out the works as early as possible so as to enhance pedestrian safety. After discussion, the Committee agreed that the issue would be followed up by the Central & Western District Management Committee.

Central & Western District Council Secretariat  
June 2004