

立法會
Legislative Council

LC Paper No. CB(4)1447/17-18
(These minutes have been
seen by the Administration)

Ref : CB4/PL/TP/1

Panel on Transport

**Minutes of special meeting held on
Monday, 11 December 2017, at 4:30 pm
in Conference Room 1 of the Legislative Council Complex**

Members present : Hon Frankie YICK Chi-ming, SBS, JP (Chairman)
Hon LAM Cheuk-ting (Deputy Chairman)
Hon Jeffrey LAM Kin-fung, GBS, JP
Hon CHAN Hak-kan, BBS, JP
Hon Paul TSE Wai-chun, JP
Hon Claudia MO
Hon Michael TIEN Puk-sun, BBS, JP
Hon WU Chi-wai, MH
Hon YIU Si-wing, BBS
Hon Charles Peter MOK, JP
Hon CHAN Chi-chuen
Hon CHAN Han-pan, JP
Hon LEUNG Che-cheung, SBS, MH, JP
Dr Hon KWOK Ka-ki
Dr Hon Helena WONG Pik-wan
Dr Hon Elizabeth QUAT, BBS, JP
Hon POON Siu-ping, BBS, MH
Dr Hon CHIANG Lai-wan, JP
Hon CHUNG Kwok-pan
Hon Alvin YEUNG
Hon Andrew WAN Siu-kin
Hon CHU Hoi-dick
Dr Hon Junius HO Kwan-yiu, JP
Hon Wilson OR Chong-shing, MH
Hon CHAN Chun-ying

Hon Tanya CHAN
Hon LUK Chung-hung
Hon LAU Kwok-fan, MH
Hon Kenneth LAU Ip-keung, BBS, MH, JP
Dr Hon CHENG Chung-tai
Hon KWONG Chun-yu
Hon Jeremy TAM Man-ho

Member attending : Hon KWOK Wai-keung, JP

Members absent : Hon Tommy CHEUNG Yu-yan, GBS, JP
Hon WONG Kwok-kin, SBS, JP
Hon Mrs Regina IP LAU Suk-yee, GBS, JP
Hon Steven HO Chun-yin, BBS
Dr Hon Fernando CHEUNG Chiu-hung
Ir Dr Hon LO Wai-kwok, SBS, MH, JP
Hon HO Kai-ming

Public Officers attending : **Agenda item I**

Dr Raymond SO Wai-man, BBS, JP
Under Secretary for Transport and Housing

Mr Tony LI Yeuk-yue
Principal Assistant Secretary for Transport and
Housing (Transport) 2

Mr Chris CHAN Yu-yuen
Assistant Commissioner/ Planning
Transport Department

Mr Samson LAM Sau-sang
Chief Engineer /Strategic Studies
Transport Department

Attendance by invitation : Agenda item I

Session one

DAB

Mr CHUNG Kin-fung
Deputy Spokesperson of DAB

Hong Kong Taxi Owners' Assn. Ltd.

Mr WONG Po-keung
Chairman

The Civic Party

Mr Michael YUNG Ming-chau
Deputy Spokesperson (Transportation)

Lok Ma Chau China-Hong Kong Freight Association

Mr Stanley CHAING
Chairman

Public Omnibus Operators Association

Mr Matthew WONG
Chairman

Tsuen Wan District Tourists and Passengers Omnibus Operators Association

Mr TANG C.K.
Chairman

Labour Party

Mr CHIU Yan-loy
社區幹事

China Hongkong & Macau Boundary Crossing Bus Association

Mr Alan CHAN
General Secretary

New People's Party

Ms CHAN Man-kuen
Representative of New People's Party

Public Transport Research Team
Mr Quentin CHENG
Spokesperson

Mr HO Hin-ming
Kowloon City DC Members

Keung Kee Tours and Transp. Co. Ltd
Ms Jovy CHEUNG
Representative

Hong Kong District Tourists and Passengers
Omnibus Operators Association
張英發先生
Committee member

Yuen Long District Tourists and Passengers
Omnibus Operators Association
Mr MAN Hoi-tik
Vice-Chairman

Tai Wo Motors LTD
Mr Aaron NG Hoi-shan
Vice Chairman

Tuen Mun District Tourists and Passengers
Omnibus Operators Association
Mr CHEUNG Po-shing
Vice-Chairman

Mr WU Chi-kin

Democratic Party
Mr Leo CHU
Community Officer

Mr CHAN On-tai
Wong Tai Sin DC Members

Liberal Party Youth Committee
Mr CHAN Kin-yip
Vice Chairperson

Session two

The Lion Rock Institute

Mr NG Kin-wah
Event Officer

Mr CHIN Chun-lung

Mr Stanley HO Ngai-kam

The Sharing Economy Alliance

Mr LO Ming-hin
Secretary

中西區有車無位泊關注組

Mr FUNG Kar-leung
召集人

Tin Hang Block Association

Mr CHEUNG Wing-learn
Community Organizer

Liberal Party

Mr HO Wang
Member

Clean Air Network

Mr LOONG Tsz-wai
Community Relations Manager

Mr George PANG Chun-sing

North DC Members

ROUNDTABLE

Mr MA Ting-hei
Community Officer

Mr Lewis CHAN Siu-wah

非專利巴士分會

梅碧霞女士
財政

駕駛教師分會

朱海泉先生

副主任

貨運車從業員分會

蕭德雄先生

權益

汽車交通運輸業總工會

勞士正先生

組織

的士司機分會

何志強先生

副主任

The Chamber of Hong Kong Logistics Industry Ltd.

Mr CHAN Fu-chuen

Executive Vice Chairman

HK Bus Suppliers Association

Mr LO Chi-pui

Representative

H.K. Vehicle Transportation Association

Mr CHAN Wai-fong

Vice Chairman

Public Transportation Think Tank of Hong Kong

Mr CHAN Tik-yiu

Executive

Mr LAI Kwong-wai

Kowloon City District Councillor

Clerk in attendance : Ms Sophie LAU
Chief Council Secretary (4)2

Staff in attendance : Miss Joyce CHING
Senior Council Secretary (4)2

Ms Jacqueline LAW
Council Secretary (4)2

Miss Mandy LAM
Legislative Assistant (4)2

Action

I. Parking Policy

- LC Paper No. CB(4)1021/16-17(09) - Administration's paper on parking policy
- LC Paper No. CB(4)326/17-18(01) - Paper on parking policy prepared by the Legislative Council Secretariat (Updated background brief)
- LC Paper No. CB(4)1069/16-17(01) - Wording of a motion to be moved by Hon LUK Chung-hung
- LC Paper No. CB(4)1069/16-17(02) - Wording of a motion to be moved by Hon LAU Kwok-fan
- LC Paper No. CB(4)1069/16-17(03) - Wording of a motion to be moved by Hon Michael TIEN Puk-sun

Members noted the following submissions from deputations/individuals not attending the meeting –

- LC Paper No. CB(4)318/17-18(01) - The Association For Taxi Industry Development
- LC Paper No. CB(4)318/17-18(10) - A member of the public

- LC Paper No. CB(4)318/17-18(11) - A member of the public
- LC Paper No. CB(4)349/17-18(04) - Hong Kong Logistics Association
- LC Paper No. CB(4)349/17-18(05) - City Motors Coach Limited
- LC Paper No. CB(4)355/17-18(03) - Dr Jennifer CHOW Kit-bing
- LC Paper No. CB(4)412/17-18(01) - The Federation Of Hong Kong & Kowloon Labour Unions

Briefing by the Administration

2. Under Secretary for Transport and Housing ("USTH") gave a brief introduction on the Administration's policy on provision of parking spaces. Members noted that the Administration had been adopting a transport policy based on public transport and the Administration's current policy in the provision of parking spaces was to accord priority to considering and meeting the parking demand of commercial vehicles. The Transport Department ("TD") would commence a two-year consultancy on parking for commercial vehicles. The study would examine in detail the supply of and demand for parking spaces in individual district with a view to formulating appropriate measures.

Presentation of views by deputations/individuals and the Administration's response

3. The Chairman invited deputations/individuals to present their views. He reminded them that, when addressing the Panel at the meeting, they were not covered by the protection and immunity under the Legislative Council (Powers and Privileges) Ordinance (Cap. 382), and their written submissions were also not covered by the Ordinance. In total, 41 deputations/individuals presented their views at the meeting, a summary of their views was given in the **Appendix**.

Discussion

Controlling growth of private car fleet

4. Mr LAM Cheuk-ting expressed grave concern about the shortage of parking spaces and the rapid growth in the number of private cars. Mr KWOK Wai-keung expressed similar concern. Mr LAM urged the Administration to take measures to control growth of private car fleet and to ease traffic congestion.

5. In response to Mr LUK Chung-hung's enquiry on whether it was the Administration's policy intent to control the growth of private car fleet by reducing the number of parking spaces, USTH responded in the negative. USTH advised the Administration had been striving to contain the growth of private car fleet by raising license fees and first registration tax as well as taking various measures to change the travel pattern of private car drivers.

6. Dr Junius HO commented that the distribution of parking spaces in different districts was found to be uneven. For instance, there might be an oversupply of parking spaces for private cars in Central at night time since it was not a residential area. Dr HO opined that the growth of private car fleet should be controlled and he suggested the Administration to make reference to the quota system adopted in Singapore. The Chairman said the travel pattern of private car owners should also be taken into account when working out measures to control growth of private car fleet. In response, USTH said that the Administration would listen to the views from different stakeholders and keep an open mind on this matter.

Hong Kong Planning Standards and Guidelines ("HKPSG")

7. Dr Junius HO also urged the Administration to review the standards and guidelines in relation to parking spaces in the HKPSG. In particular, he queried about the provision ratio of private car parking spaces in hospitals and questioned whether there were enough parking spaces for Tuen Mun Hospital. Dr HO also suggested the Administration to provide more underground parking spaces at public parks.

8. Mr POON Siu-ping noted that TD would commence a two-year consultancy study on the parking needs of commercial vehicles and that the Development Bureau/ Planning Department was conducting a Study on Existing Profile and Operation of Brownfield Sites in the New Territories. In this regard, Mr POON asked how the Administration would reconcile the results of the two studies if they revealed competing interests and how the interests of different stakeholders could be

balanced. Mr POON also urged the Administration to expedite the work relating to the review of parking standards and guidelines as stipulated in the HKPSG.

9. Mr LEUNG Che-cheung expressed that the Administration should review the HKPSG from time to time to cater for the changing circumstances of the society. Mr LEUNG said that although the Administration had updated the parking standards and guidelines stipulated in the HKPSG six times in the past 15 years, the Administration had not explained clearly whether the supply of parking spaces increased or decreased under the respective revision(s). Mr LEUNG recalled that there had been over-provision of parking spaces in public housing estates in the early years and that the car park in Tin Heng Estate in Tin Shui Wai was converted and leased to a welfare organization for the provision of community services. Mr LEUNG pointed out that in recent years there was acute shortage of parking spaces in the urban areas and parking spaces for container vehicles. He opined that the above situation was due to imbalance in planning and development. Mr LUK Chung-hung also queried whether sufficient number of parking spaces had been provided in the recently built public housing estates, for instance, Long Ching Estate in Yuen Long, and whether the parking standards and guidelines in the HKPSG had been met.

10. Dr CHENG Chung-tai suggested that the Administration should review the parking policy for commercial vehicles comprehensively and the operational need of the transport trade, among others. Besides, concern of residents living close to parking areas should be taken into account. Dr CHENG expressed specific concern about the shortage of parking spaces for large vehicles in the New Territories West and North East New Territories, particularly in areas where brownfield parking lots were marked for development. Dr CHENG also proposed that the Administration should take initiatives to cater for the parking needs arising from the commissioning of cross-boundary infrastructure, in particular, the Hong Kong-Zhuhai-Macao Bridge.

11. USTH advised that the HKPSG was a living document and that the supply of parking spaces had been decreased in some of the past revisions but had also been increased in the other revisions over the past 15 years to cater for the changing needs. The Administration would continue to review the HKPSG from time to time. Among others, utilization of various types of parking spaces in different districts during the day and night time would be taken into account. USTH emphasized that before

making revisions to the HKPSG, different stakeholders, including the transport trade would be consulted. USTH advised that the study on brownfield sites mainly focused on the Hung Shui Kiu area and the feasibility of the construction of multi-storey car parks was being explored. USTH also advised that in order to provide incentives to developers to encourage them to provide underground public parking spaces, the Buildings Department had revised the relevant guidelines in March 2017. Subject to the compliance with certain criteria, underground public car parks in private developments might be granted 100% gross floor area concession.

12. Noting that the number of car parking provision in private residential developments was reduced as a result of the revision to parking standards in the HKPSG in 2014, Mr Jeremy TAM asked for the reason for such revision. Mr TAM opined that the above revision had aggravated the shortage of parking spaces in Hong Kong since the number of private cars had been rapidly increasing in the past decades. Mr TAM commented that the increase in supply of parking spaces could not catch up with the growth rate of vehicles.

13. USTH advised that the results of the consultancy study on parking standards for private housing development which was commissioned between 2009 and 2012 had showed that the vacancy rate of parking spaces for small units of private housing developments was around 70%. To allow for the more efficient use of newly developed private residential sites and reduce the overall vacancy rate of parking spaces for private cars, the Administration revised the guidelines concerning the provision of private car parking spaces for private housing in the HKPSG in 2014.

Concern about illegal parking

14. Mr LAU Kwok-fan pointed out illegal parking was very serious, and double parking was not uncommon in the NT North District and residents were complaining about road obstruction caused by illegal parking. On the other hand, commercial vehicle drivers were also complaining that the lack of parking spaces had affected their livelihood and thus they were forced to park their vehicles illegally. Mr LAU urged the Administration to formulate district-based parking policy to cater for the unique needs of each district.

15. USTH advised that the Administration would continue to identify suitable locations to provide more night-time parking spaces for commercial vehicles and car parks for large vehicles, including trucks

and coaches. For instance, on-street locations available for loading and unloading in day time, suitable metered parking spaces and three-lane road sections would be identified as night-time parking spaces as far as practicable.

Shortage of parking spaces for tour coaches

16. Mr YIU Si-wing expressed specific concerns over the mismatch between the demand for and supply of parking spaces for non-franchised buses ("NFBs"), particularly tour coaches. He pointed out that in Hong Kong there were at present over 7 000 NFBs but only about 5 000 suitable parking spaces. Mr YIU pointed out that there were parking spaces for parking of tour coaches in the car parks in To Kwa Wan. However, the contractor had set the parking fee at a level which was not affordable by tour coach drivers. As a result, illegal parking of tour coaches was still a problem in the district. Mr YIU suggested that, subject to the acceptance of the NFB trade, the Administration should designate the area between Hoi Shum Park and Bailey Street for parking of NFBs. Mr YIU remarked that, in taking forward the matter, consensus had to be reached amongst the different stakeholders, including the Police, the District Council concerned and the local communities. Mr YIU opined that the concrete proposal he suggested above could solve the problems at district level as well as mitigating the overall shortage of parking spaces.

17. USTH responded that the feasibility of the proposal suggested by Mr YIU Si-wing would be explored.

Parking arrangement of school buses

18. Noting that options were being worked out by the Education Bureau ("EDB") to facilitate the parking arrangement of school buses within school premises, Mr POON Siu-ping enquired about the progress in this regard. Mr LUK Chung-hung made similar enquiry. Dr Junius HO and Dr CHENG Chung-tai also expressed concern about the parking arrangement of school buses. In response, USTH advised that TD and EDB had been trying to work out the feasibility and detailed arrangements for parking of school buses within the school premises.

Short-term tenancy ("STT") car parks

19. Mr KWOK Wai-keung opined that the parking demand of commercial vehicles should always be accorded priority. Noting that

the tenancy agreements of about 40 STT car parks, providing around 8 500 parking spaces, would expire soon, Mr KWOK Wai-keung asked whether the proposed increase of on-street parking spaces should be able to cater for the parking needs of commercial vehicles after the closure of certain STT car parks.

20. USTH reiterated that the Administration's current policy in the provision of parking spaces was to accord priority to considering and meeting the parking demand of commercial vehicles. Under the two-year consultancy study on parking for commercial vehicles, in-depth study would be conducted on the parking and loading/unloading needs of commercial vehicles in various districts. Regarding the situation of STT car parks mentioned above, USTH advised that many of the parking spaces were for private cars and the Administration would ensure that the parking demand of commercial vehicles would be met.

Multi-storey car parks under TD

21. Dr Helena WONG expressed grave concern about the closure of Middle Road Car Park and asked about the policy and parameters for re-provision of public parking spaces after relinquishing multi-storey car parks.

22. USTH advised that the Administration would first conduct a traffic impact assessment ("TIA") before the closure of a car park to study the impact of the closure. The TIA would contain, among others, proposals to provide sufficient parking spaces for the development's own use in the future. The developers would provide parking spaces based on the requirement as stipulated in the HKPSG.

23. In response to Dr Helena WONG's enquiry, USTH advised that the Administration would also consider identifying suitable locations to provide public car parks. In order to draw up proposals which could best suit the needs of the district concerned, thorough consultation with different stakeholders, in particular the local communities, would be required. Moreover, the relocation plan would also hinge on the availability of suitable location.

On-street parking spaces

24. Dr Helena WONG asked whether the Administration had conducted any stock-taking and reviewed the feasibility of increasing the supply of on-street metered parking spaces.

25. Assistant Commissioner/ Planning ("AC/P") of TD advised that, given the current traffic condition, provision of additional meter parking spaces in a large scale would not be feasible. Instead, the Administration was currently focusing on the scheme for increasing on-street night-time parking spaces for commercial vehicles at less busy road sections.

26. Mr WU Chi-wai opined that the Administration's scheme for increasing on-street night time parking spaces for commercial vehicles, such as goods vehicles and coaches, could not solve the problem. Mr WU expressed that this arrangement would create conflicts between private car owners and commercial drivers. Mr WU urged the Administration to conduct site visits in areas where vehicles were parked on-street during night time, in particular, in the industrial areas to review the situation and consider the feasibility of designating some of the locations for provision of additional night-time parking spaces. The Chairman concurred with Mr WU's suggestion.

Concluding remarks

27. In summing up, the Chairman requested the Administration to review the HKPSG and suggested the Administration to adopt the "upper limit" instead of "lower limit" of the guidelines. He expressed that the consultancy study on the parking of commercial vehicles might not be comprehensive enough since tour coaches, container vehicles, public and private light buses and taxis were not covered in the study. He also expressed particular concern about the lack of parking spaces in public facilities and asked the Administration to look into the private car owners' needs for parking spaces both near their homes and their destinations. Moreover, the issues relating to STT should be looked into. For instance, the Administration should re-consider the weighting of tender price for assessment on tender award to avoid contractors charging unreasonably high parking fee and require contractors to designate a certain area for parking of large vehicles. He also urged the Administration to expedite the work in relation to the parking arrangement of school buses in school premises, follow up on the suggestion by Mr WU Chi-wai on night time on-street parking as well as exploring the arrangement of remote payment of parking fee. As regards the consideration for taking forward the planning of transport infrastructure and formulating policy direction on the control of private car fleet, the Chairman remarked that the total cost for commuters having to spend idle time during traffic congestion should be taken into account.

28. USTH advised that the majority of the container vehicles were currently parked at port back-up land or brownfield sites in the New Territories and some operated on the Mainland. As mentioned earlier, the Development Bureau/ Planning Department were conducting a separate study on brownfield sites. Among others, the provision of parking spaces for container vehicles in Hung Shui Kiu and multi-storey car parks in Kwai Chung were being explored. As regards taxis, USTH advised that they should be in operation on the road most of the time and were no different from private cars when not in operation. For the reasons above, container vehicles and taxis were not covered under the consultancy study on the parking for commercial vehicles. USTH undertook to take into account the views of member and deputations when formulating measures to mitigate shortage of parking spaces and explore the feasibility of their suggestions.

29. The Chairman said that due to insufficient time, the three motions on parking policy raised by members would be dealt with at the next meeting.

II. Any other business

30. There being no other business, the meeting ended at 7:50 pm

Panel on Transport

Special meeting on Monday, 11 December 2017, at 4:30 pm

Parking Policy

Summary of views and concerns expressed by deputations/individuals

Session one

No.	Name of deputation/individual	Submission/Major views and concerns
1.	DAB	<ul style="list-style-type: none"> ● expressed concern over the closure of public car parks ● opined that the Administration seemed to have failed to suppress the growth in the number of private cars ● suggested the Administration to take a multi-pronged approach to address the need of commuters, such as encouraging commuters to use public transport, using new technology and exploring the development of automated parking system
2.	Hong Kong Taxi Owners' Assn. Ltd.	<ul style="list-style-type: none"> ● presentation of views as set out in submission LC Paper No. CB(4)349/17-18(03) (Chinese version only)
3.	The Civic Party	<ul style="list-style-type: none"> ● presentation of views as set out in submission LC Paper No. CB(4)349/17-18(02) (Chinese version only)

No.	Name of deputation/individual	Submission/Major views and concerns
4.	Lok Ma Chau China-Hong Kong Freight Association	<ul style="list-style-type: none"> ● expressed reservation about the Administration's stance that actual shortage of parking spaces was not as serious as depicted by the figures since some of the commercial vehicles operated during night-time, operate and park on the Mainland, or park at non-designated parking spaces (including brownfield sites in the New territories) ● pointed out that local drivers did not have the right to park in the Mainland and that the supply of brownfield had been decreasing ● urged the Administration to conduct comprehensive review on needs of commercial drivers. Among others, the place of residence of drivers and the location where their vehicles were parked should be taken into account
5.	Public Omnibus Operators Association	<ul style="list-style-type: none"> ● pointed out that many short-term tenancy ("STT") car parks set very expensive parking fee for large vehicles. As a result, non-franchised buses ("NFB") and good vehicles could not afford to park at those car parks ● urged the Administration to work out measures to address the above concern and provide designated car parks for large vehicles
6.	Tsuen Wan District Tourists and Passengers Omnibus Operators Association	<ul style="list-style-type: none"> ● opined that on-street parking spaces were often occupied by private cars, green bucket and card boards ● urged the Administration to increase the supply of parking spaces for commercial vehicles ● suggested that school premises could be utilized for parking school buses ● suggested the Administration to be more lenient in taking enforcement action against illegal parking after mid-night

No.	Name of deputation/individual	Submission/Major views and concerns
		<ul style="list-style-type: none"> ● suggested the Administration to waive the fee for metered parking from 8 pm to 7 am
7.	Labour Party	<ul style="list-style-type: none"> ● opined that the Administration seemed to have failed to suppress the growth in the number of private cars ● pointed out that under terms of land grant, the Lands Department already required that only vehicles belonging to residents or occupiers or their visitors might use the car parking in residential developments. However, these car parks were often occupied or even sold to third parties, leading to the speculation of these car parks. ● urged the Administration to take enforcement action to address the above issue
8.	China Hongkong & Macau Boundary Crossing Bus Association	<ul style="list-style-type: none"> ● pointed out that the shortage of temporary parking spaces was very serious and that around 40% of commercial vehicles had to rely on metered parking ● expressed grave concern about the lack of rest time of NFB drivers who had to wait for metered parking ● pointed out that most drivers resided in public housing estates but most of the parking spaces were reserved for private cars ● urged the Administration to designate more parking spaces for commercial vehicles in public housing estates
9.	New People's Party	<ul style="list-style-type: none"> ● presentation of views as set out in submission LC Paper No.

No.	Name of deputation/individual	Submission/Major views and concerns
		CB(4)391/17-18(01) (Chinese version only)
10.	Public Transport Research Team	<ul style="list-style-type: none"> ● presentation of views as set out in submission LC Paper No. CB(4)318/17-18(07) (Chinese version only)
11.	Mr HO Hin-ming	<ul style="list-style-type: none"> ● presentation of views as set out in submission LC Paper No. CB(4)355/17-18(03) (Chinese version only)
12.	Keung Kee Tours and Transp. Co. Ltd	<ul style="list-style-type: none"> ● expressed grave concern about the lack of parking space for tour coaches ● opined that enforcement action against illegal parking during mid-night was too stringent ● urged the the Administration to waive the fee for metered parking during night time
13.	Hong Kong District Tourists and Passengers Omnibus Operators Association	<ul style="list-style-type: none"> ● urged the Administration to liaise with the schools for the provision of parking areas for school buses at school premises during night time ● urged the Administration to increase the supply of underground car parks when new public housing estates were planned and designate a certain portion of the parking spaces for commercial vehicles ● suggested the Administration to increase land supply by reclamation, for instance, the area along Siu Ho Wan and Sunny Bay and build multi-storey car parks for commercial vehicles ● urged the Administration to control vehicle growth and review the payment arrangement of metered parking

No.	Name of deputation/individual	Submission/Major views and concerns
14.	Yuen Long District Tourists and Passengers Omnibus Operators Association	<ul style="list-style-type: none"> ● pointed out the shortage of parking spaces was particularly acute in the vicinity of tourist hotspots ● suggested the Administration to increase on-street parking spaces for tour coaches ● pointed out that the growth in the number private cars and good vehicles had been substantial owing to the increasing popularity of online hailing service ● suggested the Administration to control vehicle growth by raising licence fee
15.	Tai Wo Motors LTD	<ul style="list-style-type: none"> ● opined that the consultancy study on parking for commercial vehicle should include taxis ● opined that the Administration should be less stringent when taking enforcement action against illegal parking of taxis during the period when typhoon signal number 8 was about to be hoisted and shortly after the typhoon signal was lowered
16.	Tuen Mun District Tourists and Passengers Omnibus Operators Association	<ul style="list-style-type: none"> ● opined that shortage of parking spaces was acute for commercial vehicles and had become worse due to the development of brownfield sites in the New Territories ● pointed out that most drivers of commercial vehicles could not find parking spaces near their place of residence ● opined that enforcement action against illegal parking during night time

No.	Name of deputation/individual	Submission/Major views and concerns
		was too stringent
17.	Mr WU Chi-kin	<ul style="list-style-type: none"> ● pointed out that goods vehicle were often parked at STT car parks and that many STT car parks were taken back for new development. As a result, many goods vehicles drivers were left with no choice but to park illegally ● urged the Administration to review the Hong Kong Planning Standards and Guidelines ("HKPSG") in relation to the provision of parking spaces ● suggested the Administration to provide some of the government car parks for parking of goods vehicle from 8 pm to 8 am the next day
18.	Democratic Party	<ul style="list-style-type: none"> ● opined that the public transport services should be further enhanced thereby encouraging more commuters to use public transport instead of private cars. In particular, the Administration should further promote the policy on transport for all to facilitate the access of wheelchairs and baby trolleys users ● urged the Administration to review the HKPSG in relation to the provision of parking spaces ● urged the Administration to enhance the provision of parking vacancy information to facilitate better utilization of parking spaces
19.	Mr CHAN On-tai	<ul style="list-style-type: none"> ● presentation of views as set out in submission LC Paper No. CB(4)355/17-18(01) (Chinese version only)
20.	Liberal Party Youth Committee	<ul style="list-style-type: none"> ● welcomed the Administration to undertake a consultancy study on parking

No.	Name of deputation/individual	Submission/Major views and concerns
		<p>but opined that the study might not be comprehensive enough because private cars, taxis, public light buses ("PLBs") and container vehicles were not covered</p> <ul style="list-style-type: none"> ● pointed out that many STT car parks were taken back for new development. As a result, many goods vehicles drivers were left with no choice but to park illegally ● opined that increasing fixed penalty charges for congestion-related traffic offence could not solve the problem ● suggested the Administration to increase supply of car parks and assign designated areas for parking particular types of vehicles ● suggested to allow PLBs to park at their stations during night time

Session two

No.	Name of deputation/individual	Submission/ Major views and concerns
21.	The Lion Rock Institute	<ul style="list-style-type: none"> ● presentation of views as set out in submission LC Paper No. CB(4)318/17-18(08) (Chinese version only)
22.	Mr CHIN Chun-lung	<ul style="list-style-type: none"> ● presentation of views as set out in submission LC Paper No. CB(4)318/17-18(02) (Chinese version only)
23.	Mr Stanley HO Ngai-kam	<ul style="list-style-type: none"> ● opined that the growth rate of vehicles was much higher than that of

No.	Name of deputation/individual	Submission/ Major views and concerns
		<p>parking space</p> <ul style="list-style-type: none"> ● opined that the ratio of number of vehicles to number of parking space should be 1:2 when the mobility of vehicles was taken into account ● pointed out that many STT car parks were taken back for new development and urged the Administration to provide car parks at Government buildings, including provision of underground parking spaces ● suggested the Administration to use new technology and explore the development of automated parking system
24.	The Sharing Economy Alliance	<ul style="list-style-type: none"> ● presentation of views as set out in submission LC Paper No. CB(4)318/17-18(06) (Chinese version only)
25.	中西區有車無位泊關注組	<ul style="list-style-type: none"> ● expressed grave concern about the shortage of parking spaces and traffic congestion problem in Central & Western District ● expressed serious concern that for the purpose of redevelopments, the multi-storey car parks, in particular Murray Road Multi-storey Carpark had been/would be demolished. ● urged the Administration to increase the supply of public car parks ● suggested to enhance the facilities at public interchange and encourage commuters to use public transport service
26.	Tin Hang Block Association	<ul style="list-style-type: none"> ● presentation of views as set out in submission LC Paper No. CB(4)318/17-18(03) (Chinese version only)

No.	Name of deputation/individual	Submission/ Major views and concerns
27.	Liberal Party	<ul style="list-style-type: none">● expressed that the Administration should conduct a more comprehensive consultancy study on the parking need of all vehicles (instead of just commercial vehicles only)● expressed that there was acute shortage of parking spaces in Yuen Long and the problem of illegal parking was very serious in this district● opined that the Administration seemed to have failed to control the growth in the number of private cars
28.	Clean Air Network	<ul style="list-style-type: none">● presentation of views as set out in submission LC Paper No. CB(4)318/17-18(04) (Chinese version only)
29.	Mr George PANG Chun-sing	<ul style="list-style-type: none">● expressed concern about traffic congestion caused by illegal parking and parallel traders● expressed concern about the shortage of parking spaces for large vehicles● suggested the Administration to provide underground car parks as well as multi-storey car parks
30.	ROUNDTABLE	<ul style="list-style-type: none">● presentation of views as set out in submission LC Paper No. CB(4)355/17-18(04) (Chinese version only)
31.	Mr Lewis CHAN Siu-wah	<ul style="list-style-type: none">● suggested to reserve at least 30% designated parking space in STT car parks for large vehicles

No.	Name of deputation/individual	Submission/ Major views and concerns
32.	非專利巴士分會	<ul style="list-style-type: none">● presentation of views as set out in submission LC Paper No. CB(4)349/17-18(01) (Chinese version only)
33.	駕駛教師分會	<ul style="list-style-type: none">● suggested to increase the supply of metered parking and car parks● opined the Administration should mandate the provision of parking spaces for new developments● suggested to reserve one of the lanes of three-lane roads for night time parking
34.	貨運車從業員分會	<ul style="list-style-type: none">● expressed grave concern about shortage of parking space, especially after a number of multi-storey public car parks had ceased operation● opined the Administration should mandate the provision of parking spaces for new developments, with the lower floors reserved for large vehicles● suggested the Administration to increase supply of night-time parking, especially in industrial areas
35.	汽車交通運輸業總工會	<ul style="list-style-type: none">● suggested the Administration to increase supply of night-time parking, especially in industrial areas● opined that the enforcement action against professional drivers was too stringent and suggested the Administration to designate time limited parking areas near public toilets
36.	的士司機分會	<ul style="list-style-type: none">● pointed out that due to the poor public transport network in some remote areas in the New Territories, there was genuine need for commuters

No.	Name of deputation/individual	Submission/ Major views and concerns
		residing in those areas to rely on private car for daily commuting <ul style="list-style-type: none"> ● expressed that the Administration should take measure to control vehicle growth ● the Administration should mandate the provision of parking spaces at new developments
37.	The Chamber of Hong Kong Logistics Industry Ltd.	<ul style="list-style-type: none"> ● presentation of views as set out in submission LC Paper No. CB(4)318/17-18(05) (Chinese version only)
38.	HK Bus Suppliers Association	<ul style="list-style-type: none"> ● expressed grave concern about the shortage of parking space, in particular after many STT car parks in East Kowloon were taken back for residential development ● expressed that the Administration should take measure to control vehicle growth ● opined that the vehicles examination centres should be located in New Territories West to provide convenience for commercial vehicles ● opined that the Administration should be more lenient in taking enforcement action against illegal parking during night time since many drivers were left with no choice but to park illegally due to lack of proper parking space
39.	H.K. Vehicle Transportation Association	<ul style="list-style-type: none"> ● urged the Administration to build multi-storey car parks in Central and Western District ● urged the Administration to provide parking spaces for goods vehicles in

No.	Name of deputation/individual	Submission/ Major views and concerns
		<p>government buildings</p> <ul style="list-style-type: none">● opined the Administration should mandate the provision of parking spaces at private new residential developments
40.	Public Transportation Think Tank of Hong Kong	<ul style="list-style-type: none">● presentation of views as set out in submission LC Paper No. CB(4)318/17-18(09) (Chinese version only)
41.	Mr LAI Kwong-wai	<ul style="list-style-type: none">● expressed grave concern about the lack of parking space for tour coaches in Hung Hom and To Kwa Wan and opined that the since above two districts were residential areas and thus the road design could not cater for the operation of a large number of tour coaches● urged the Administration to examine the land use for the above districts and to provide more parking space as appropriate