

立法會

Legislative Council

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Panel on Transport Special meeting on 11 December 2017

Updated background brief on parking policy

Purpose

This paper provides background information on the Government's parking policy and measures to alleviate the shortage of parking spaces. It also summarizes the major views and concerns expressed by Legislative Council ("LegCo") Members on the subject.

Background

Prevailing policy on parking

2. The Government's prevailing policy in the provision of parking spaces is to accord priority in considering and meeting the parking demand of commercial vehicles. In respect of parking for private cars, the Administration has all along pointed out that given the scarce land resources in Hong Kong, it cannot accommodate the growing private car fleet by providing parking spaces continuously. Meanwhile, the Administration has been studying various means to curb the growth of private cars. With a transport policy centred on public transport, an appropriate number of parking spaces for private cars would still be provided if the overall development permits, but such should not attract passengers of public transport to opt for private cars instead, thereby aggravating road traffic congestion.

3. As at end-January 2017, the total number of licensed vehicles (excluding trailers and government vehicles) in Hong Kong is **742 199**. The number of parking spaces (including public parking spaces provided by the Government, parking spaces at privately operated car parks for public use, and parking spaces exclusively for individual private use) is about **745 000**. A breakdown of parking spaces by vehicle type and district is listed in **Appendix I**. According to the Administration, since some of the commercial vehicles operate

during night-time, operate and park on the Mainland, or park at non-designated parking spaces (including brownfield sites in the New Territories), the actual shortage of parking spaces is not as serious as depicted by the figures. Changes in the number of commercial vehicles and their parking spaces in the past decade are shown in **Appendix II**. As for the private cars, the past decade saw a substantial growth from about 402 000 in 2006 to about 584 000 in 2016, representing a percentage gain of 45% (average annual growth rate of 3.8%). On the other hand, the number of parking spaces for private cars merely increased by 9.0% from about 607 000 to about 662 000. The ratio of private car parking spaces to such vehicles decreased from 1.51 in 2006 to 1.13 in 2016. Changes in the numbers of private cars and parking spaces for such vehicles in the past decade are shown in **Appendix III**.

Review of the parking policy

4. On invitation of the Administration, the Transport Advisory Committee ("TAC") submitted the "Report on Study of Road Traffic Congestion in Hong Kong" in December 2014,¹ and recommended 12 short, medium and long-term measures to tackle road traffic congestion. Among the measures, TAC has recommended the Administration to conduct a detailed review of the parking policy, in which various stakeholders and the general public should be fully engaged. Besides, TAC considers that the Administration should examine how to provide motorists with real-time information on the vacancies in off-street car parks nearby, so as to reduce the need for motorists to circulate on roads looking for available parking spaces and causing more congestion.

5. In the 2017 Policy Address delivered on 18 January 2017, the Chief Executive indicated that to tackle road traffic congestion, the Administration has adopted a multi-pronged approach, and has been taking forward progressively the measures recommended by TAC. Among others, the Administration will commence a car parking review with priority accorded to addressing the parking demand and supply of commercial vehicles within 2017 to come up with appropriate measures to address the parking need of commercial vehicles.

6. In the above connection, the Transport Department ("TD") will commence a consultancy study on parking for commercial vehicles in 2017, which is expected to last for two years. In the light of the results, the Administration will examine appropriate measures, including updating standards related to the parking spaces for commercial vehicles as stipulated in the Hong Kong Planning Standards and Guidelines ("Planning Guidelines") if necessary.

¹ Available at http://www.thb.gov.hk/eng/boards/transport/land/Full_Eng_C_cover.pdf

Major views and concerns of Members

7. In the Fifth and Sixth LegCo, members expressed concerns about the Government's parking policy and measures to address the shortage of parking spaces at meetings of the Panel on Transport ("the Panel"). Relevant issues were also discussed by members of the Subcommittee formed under the House Committee ("HC") to scrutinize two proposed resolutions that seek to increase the fixed penalty charges for traffic offences under the Fixed Penalty (Traffic Contraventions) Ordinance (Cap. 237) and certain traffic offences under the Fixed Penalty (Criminal Proceedings) Ordinance (Cap. 240). Council questions were also raised on relevant matters. Members' major views and concerns are summarized in the ensuing paragraphs.

Shortage of parking spaces

For commercial vehicles

8. Members of the Panel pointed out that due to the lack of parking facilities and proper loading/unloading bays, some goods vehicles drivers were forced to park their vehicles by the roadside. The lack of parking bays along the roads also posed occupational safety concerns for workers as they could not load or unload goods within the shortest distance. Members also pointed out that many drivers of commercial vehicles, including school buses and nanny vans, had to park the vehicles by their own means and at their own costs, and many of them used to park at open air parking lots on brownfield sites. Yet many of these sites had been used for housing developments in recent years. For nanny vans, the shortage of suitable light bus parking spaces was getting very serious, given the increase in the number of nanny vans in recent years. Many nanny van drivers had to park their vehicles illegally by the roadside. In this regard, the Administration indicated that some mismatches of parking provision for commercial vehicles in some areas were noted.

9. Some members pointed out that the shortage of parking spaces was particularly acute in the vicinity of popular tourist hotspots. To make things worse, the operation of several temporary car parks for commercial vehicles within the Kai Tak Development Area ceased, following the progressive implementation of the Kai Tak Development. The shortage of parking spaces for tourist coaches aggravated the problem of traffic congestion in certain areas. In this regard, members noted from the information provided by the Administration in April 2017 about the continuing efforts of TD to increase the supply of parking spaces and loading/unloading bays for coaches in particular at tourist spots and attractions, such as the provision of 83 additional on-street parking spaces and seven loading/unloading bays for coaches across Hong Kong in the past three years.

For private cars

10. Commercial vehicles aside, some Panel members expressed concern over the shortage of parking spaces for private cars and considered that the Administration should also review the policy on provision of parking spaces for private cars as well. Members queried about the adoption of the same provision standard of parking spaces for both public-funded and private housing estates, which in their views, had resulted in a surplus of parking spaces in some public-funded housing estates whereas a shortage of parking spaces in some private housing estates. Members were also concerned about mismatches of the demand and supply of parking spaces in some districts, even though according to the Administration the overall number of parking spaces exceeded the number of vehicles in Hong Kong. Hence, they urged the Administration to review the provision standard of parking spaces in Hong Kong.

11. Some members also pointed out that due to land resumption by the Administration to increase the supply of residential units, the number of available sites that were being used as temporary car parks had been decreasing. In response, the Administration indicated that it had spared no effort to balance the needs of housing, social and economic developments in light of scarce land resources in Hong Kong.

12. Likewise, members were of grave concern that for the purpose of redevelopments, many public car park buildings, such as Yau Ma Tei Multi-storey Carpark ("YMTMCP"), Middle Road Car Park in Tsim Sha Tsui, and Murray Road Multi-storey Carpark, Star Ferry Carpark and Rumsey Street Carpark in Central and Western District, would be demolished. This would critically aggravate the shortage of car parking spaces in the districts.

13. In response, the Administration explained that before the demolition of a public car park building, the Administration would conduct a traffic impact assessment to review the demand for parking facilities in the area concerned and determine the number of parking spaces to be reprovisioned. It would make reference to the Planning Guidelines in planning for the provision of parking spaces. For example, before demolishing YMTMCP to facilitate construction of the Central Kowloon Route, the Administration would provide other parking spaces in short-term tenancy car parks in the vicinity. On this, a site currently used as a temporary public transport interchange ("PTI") at the junction of Jordan Road/Lin Cheung Road was being planned for parking use after the temporary PTI was relocated and the site vacated following the commissioning of the Hong Kong section of the Guangzhou—Shenzhen—Hong Kong Express Rail Link. However, members were still worried that as the number of parking spaces to be reprovisioned after demolition of existing public car park buildings would be fewer than originally provided, the parking needs in the districts

concerned would unlikely be met.

For motorcycles

14. Some members were also concerned about the inadequacy of parking spaces for motorcycles, and the problem of abandoned motorcycles occupying on-street parking spaces. At the Panel meeting on 28 October 2016, some members urged the Administration to also review the policy on provision of parking spaces for motorcycles. According to the Administration, from 2006 to 2016, the number of motorcycles had increased by about 40%, meanwhile the number of parking spaces for motorcycles had also increased by about the same percentage. Apart from designated parking spaces, some motorcycles were also parked at non-designated parking spaces that would not affect traffic flow, for example, inside private housing estates and private garages. The Administration also advised that the Police would take actions regarding abandoned motorcycles occupying on-street parking spaces.

Measures to alleviate the shortage of parking spaces

Controlling the growth of private car fleet

15. At the Panel meeting held on 19 May 2017, a member proposed that the Administration should look into the reasons for the rapid growth of private cars in recent years in order to formulate appropriate measures to tackle the problem at root. It was suggested that the Administration should enhance public transport service and provide more park-and-ride facilities to encourage people living in more remote areas to drive to public transport interchanges and change to public transport.

16. Another member urged the Administration to provide more parking spaces on one hand and to reduce the number of vehicles on the other; and to find out the factors affecting people's decisions on whether to buy a car in order to identify effective measures for controlling the growth of private cars. The factors included availability of parking spaces, fuel costs, registration tax and licence fee payments, tolls and road charges, and the level of fixed penalties for illegal parking, etc.

17. The Administration advised that it would continue to extensively develop the public transport network, and would progressively take forward measures for increasing the capacity of public transport service as recommended under the Public Transport Strategy Study ("PTSS") report. When formulating suitable measures for controlling the growth of private cars in Hong Kong, the Administration would adopt a multi-pronged approach to deal with the issue, having regard to the specific situation of Hong Kong.

Priority in the provision of parking spaces for commercial vehicles

18. While recognizing the priority need for meeting the parking needs of commercial vehicle, a member urged the Administration also to, study the parking needs of all types of vehicle, including private cars and motorcycles, and formulate corresponding measures. In response, the Administration advised that the Government's policy in the provision of parking spaces was that priority would be accorded to considering and meeting the parking demand of commercial vehicles. As for private cars, it was not feasible to continuously provide additional parking spaces to meet the high private car fleet growth given the limited land resources. It would suitably provide parking spaces for private cars and other vehicles if the overall development so permitted.

19. A member pointed out that there were at present over 7 000 coaches/NFBs but only about 5 000 suitable parking spaces. He asked about the number of parking spaces required to meet the night-time parking needs of cross-boundary coaches, excluding those which were parked on the Mainland at night. He also asked about the measures for containing the growth of coaches/NFBs, say, in the coming five to 10 years.

20. The Administration advised that there were currently around 1 100 cross-boundary coaches and did not have information on the number of those that were parked on the Mainland at night. To contain the growth of NFBs, the utilization of which had declined due to the decreasing number of tourists in the past two years, the Administration would maintain the sourcing requirement that applicants applying for expanding their fleets or entering the NFB market should procure buses from the existing NFB fleets in the market. It was added 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 example, under the construction project of a government office building in Area 67 of Tseung Kwan O, more than 100 car parking spaces for large vehicles would be provided.

Specific measures to increase the supply of parking spaces

21. Members considered it necessary for the Administration to put in place specific measures to address the shortage of parking spaces expeditiously. In response to a Council question on 4 November 2015, the Administration indicated that TD would implement measures in a timely manner to increase the number of parking spaces. Such measures included requiring the provision of an appropriate number of public parking spaces in suitable private development projects; maintaining close contact with relevant departments to identify suitable sites for use as temporary car parks; monitoring the utilization of temporary car

parks and designating some STT temporary car parks for exclusive use by certain vehicle classes; and providing additional on-street parking spaces as appropriate.

22. Members were particularly concerned about the progress and details of the Administration's scheme of increasing the number of on-street overnight commercial vehicle parking spaces. The Administration explained that TD had been implementing such scheme since 2015-2016. During the two years since the implementation of the scheme, TD had actively identified 318 on-street overnight commercial vehicle parking spaces and was consulting the local communities in phases. As at February 2017, of these 318 proposed on-street overnight commercial vehicle parking spaces, 47 had to be shelved due to local objections, 94 were undergoing local consultation in phases and 38 were in the process of dealing with opposing views collected during the consultation period. TD had currently provided 82 additional on-street overnight commercial vehicle parking spaces, of which 72 were for goods vehicles and 10 for buses.

23. In response to members' concern over the shortage of parking space for school buses, the Administration advised that options were being worked out by the Education Bureau to facilitate the parking arrangement of school buses within school premises.

24. In reply² to a joint letter by two Panel members, the Administration had also advised on other possible measures to address their concern on the shortage of parking spaces. Among others, consideration would be given to the introduction of mechanical parking system having regard to factors such as cost-effectiveness, resources required, technical feasibility and whether such system was suitable for use in Hong Kong in terms of the physical environment.

Parking vacancy information

25. Members also urged the Administration to step up efforts in the provision of real-time parking vacancy information to the public through the use of advanced technology. In response to a Council question on 22 November 2017, the Administration advised that TD had been liaising with the operators of commercial public car parks to encourage them to open up their car park information and vacancy data so that interested organizations or parties could

² In November 2017, the Administration issued a response [LC Paper No. CB(4)225/17-18(01)](<http://www.legco.gov.hk/yr17-18/chinese/panels/tp/papers/tp20171117cb4-225-1-c.pdf>) to the issues on the shortage of parking spaces in Hong Kong raised in the joint letter from Hon OR Chong-shing and Hon CHAN Han-pan [LC Paper No. CB(4)136/17-18(01)](<http://www.legco.gov.hk/yr17-18/chinese/panels/tp/papers/tpcb4-136-1-c.pdf>)

make use of the data on the portal at "data.gov.hk" to develop applications;³ and updated the Hong Kong eRouting smartphone application in 2016 to disseminate real-time parking data of about 50 car parks (including government car parks) to help motorists search for parking spaces. TD had planned to upload the parking vacancy data of government car parks in the Hong Kong eRouting smartphone application to the "data.gov.hk" website in mid-2017.

Proposed increase in the fixed penalty charges for Congestion-Related Traffic Offences to restore deterrent effect

26. To take forward the recommendation of TAC to raise the fixed penalty charges for Congestion-Related Traffic Offences with a view to restoring the deterrent effect being eroded by inflation since the last adjustment in 1994,⁴ the Administration had proposed to increase the relevant fixed penalty charges by 50%. When the Panel was briefed on the Administration's proposal in the legislative session of 2015-2016, members expressed grave concern about the inadequate provision of parking spaces for commercial vehicles, which allegedly left some drivers with no choice but to park the vehicles illegally, and insufficient enforcement actions taken by the Police against illegal parking. A motion was passed at the meeting on 16 December 2015 that "this Panel opposes the Government raising the level of parking fines when the mismatch of parking spaces remains unsolved and law enforcement is lacking in strength".

27. Nevertheless in February 2017, the Secretary for Transport and Housing gave notice to move two proposed resolutions seeking to increase the fixed penalty charges for Congestion-Related Traffic Offences under Cap. 237 and Cap. 240 by 50% with effect from 1 June 2018.⁵ At the meetings of the Subcommittee formed under HC to scrutinize the two proposed resolutions, members generally expressed disappointment about the Administration's broad-brush approach to increase the fixed-penalty charges for all Congestion-Related Traffic Offences before conducting the parking policy review and in the absence of effective means to address the serious shortage of parking spaces.

³ "data.gov.hk" is an online web interface provided by the Office of the Government Chief Information Officer to the public for obtaining certain public sector information for commercial or non-commercial purposes free-of-charges. The datasets are provided by various government departments, and public and private organizations.

⁴ Congestion-Related Traffic Offences herein referred to the offences under Cap. 237 and six offences of Cap. 240 (viz items 9, 12, 13, 18, 20 and 48 of the Schedule to Cap. 240). Such contraventions include illegal parking, loading/unloading goods or picking up/setting down passengers in restricted zones, etc.

⁵ At the request of HC, STH withdrew his notice for moving the two proposed resolutions to allow time for the Subcommittee to study the two proposed resolutions in detail.

28. Members of the Subcommittee generally considered that the proposed increase in fixed penalty could not solve the problem and urged the Administration to conduct the parking policy review as soon as possible and cover both commercial vehicles and private cars in the review. They objected to increasing the fixed penalty charges for those parking-related offences as many drivers, in particular those of commercial vehicles, were forced to park illegally due to a lack of parking spaces. Any increase in fixed penalty charges would affect the livelihood of professional drivers.

29. A member suggested the Administration to consider shelving the proposed penalty increases for offences relating to parking unless there were effective means to solve the root problems of inadequate parking spaces and transport facilities in some areas. Some members suggested to set a lower level of increase in respect of some offences.

30. The Subcommittee Chairman moved a motion at its meeting on 24 October 2017 which reflects the Subcommittee's objection to any of the proposed increase in the fixed penalty charges for the Congestion-Related Traffic Offences which are parking-related in the proposed resolution under Cap. 237, and its support of the proposed increase in the fixed penalty charges for the traffic offences in the proposed resolution under Cap. 240 except the loading/unloading of goods in a restricted zone, with the rate of increase revised from +50 % to +25%.

31. The Administration has indicated that it will amend the resolution in relation to Cap. 240 pursuant to the Subcommittee's views and the motion passed, and will give a fresh notice for moving the amended resolution at a future Council meeting.

Latest position

32. The Panel will hold a special meeting on 11 December 2017 to further discuss the issues on parking policy and listen to public's views on the subject matter.

Relevant papers

33. A list of relevant papers is in **Appendix IV**.

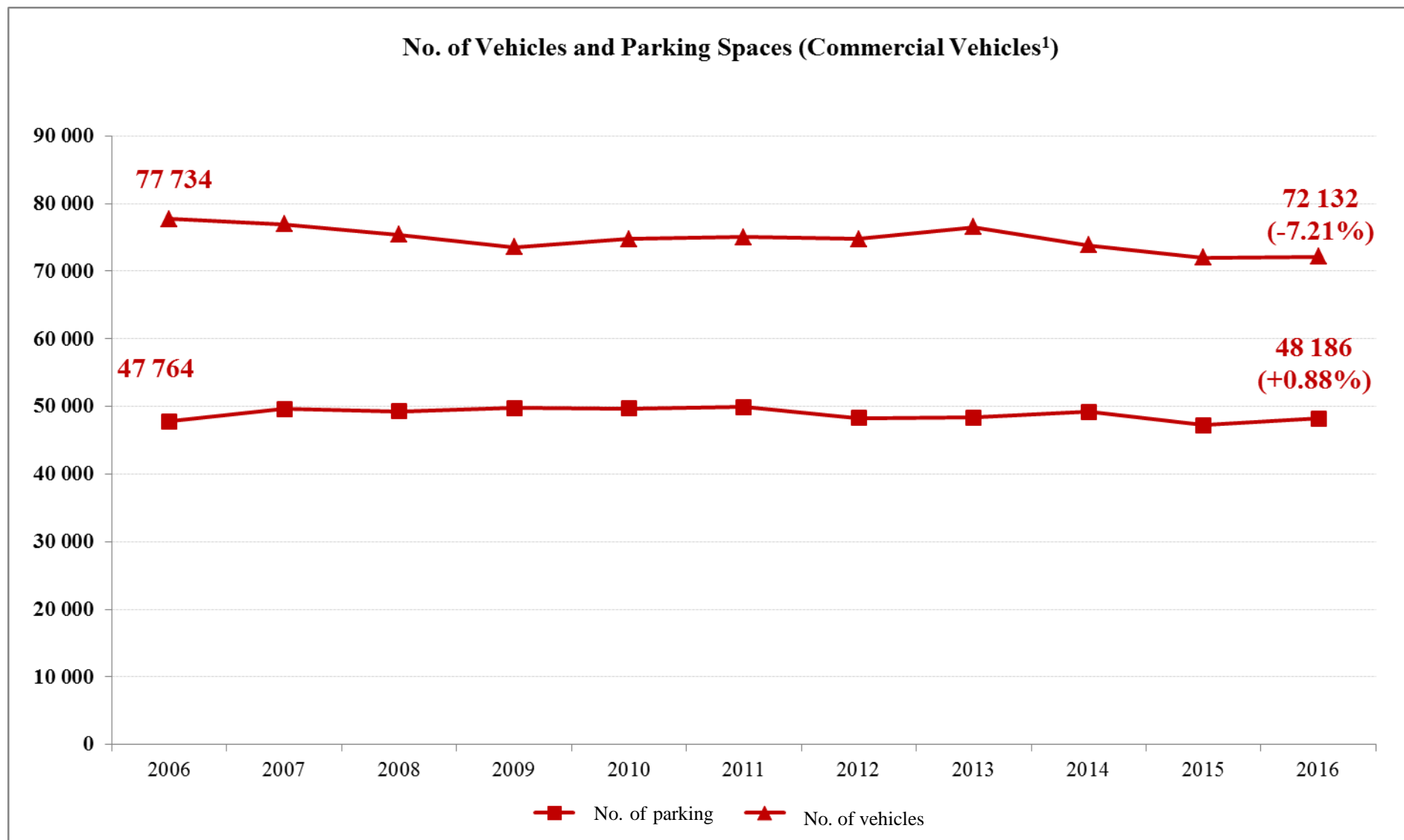
Number of parking spaces by vehicle type and district

District	Motor-cycles	Private cars ¹	Light goods vehicles ²	Medium/heavy goods vehicles	Container vehicles	Coaches/buses	Others	Total
Sha Tin	2 768	70 328	2 045	619	57	213	39	76 069
Kwun Tong	3 779	45 539	2 666	1 453	65	353	28	53 883
Eastern	2 504	48 703	1 527	643	30	388	37	53 832
Kowloon City	1 750	48 603	1 269	392	2	861	44	52 921
Kwai Tsing	2 614	35 418	2 908	3 514	4 170	321	32	48 977
Tuen Mun	1 614	39 868	1 507	849	178	175	11	44 202
Sai Kung	2 746	38 803	985	535	29	368	109	43 575
Yuen Long	1 554	39 594	1 356	457	194	328	30	43 513
Southern	1 810	38 801	894	307	3	279	38	42 132
Central & Western	1 362	38 779	1 000	197	22	88	42	41 490
Tsuen Wan	1 230	34 966	1 266	569	84	396	38	38 549
Yau Tsim Mong	2 007	32 892	2 157	245	29	251	77	37 658
Wan Chai	1 018	34 856	88	55	0	118	50	36 185
Sham Shui Po	1 800	28 495	2 265	790	167	472	45	34 034
Tai Po	955	28 357	956	358	5	141	22	30 794
Wong Tai Sin	2 211	21 077	1 177	102	2	136	28	24 733
North	778	21 464	1 330	452	53	79	31	24 187
Islands	516	16 472	180	614	33	233	8	18 056
Total	33 016	663 015	25 576	12 151	5 123	5 200	709	744 790

Source: Replies to initial written questions raised by Finance Committee members in examining the Estimates of Expenditure 2017-2018 (Question Serial No.: 2435)

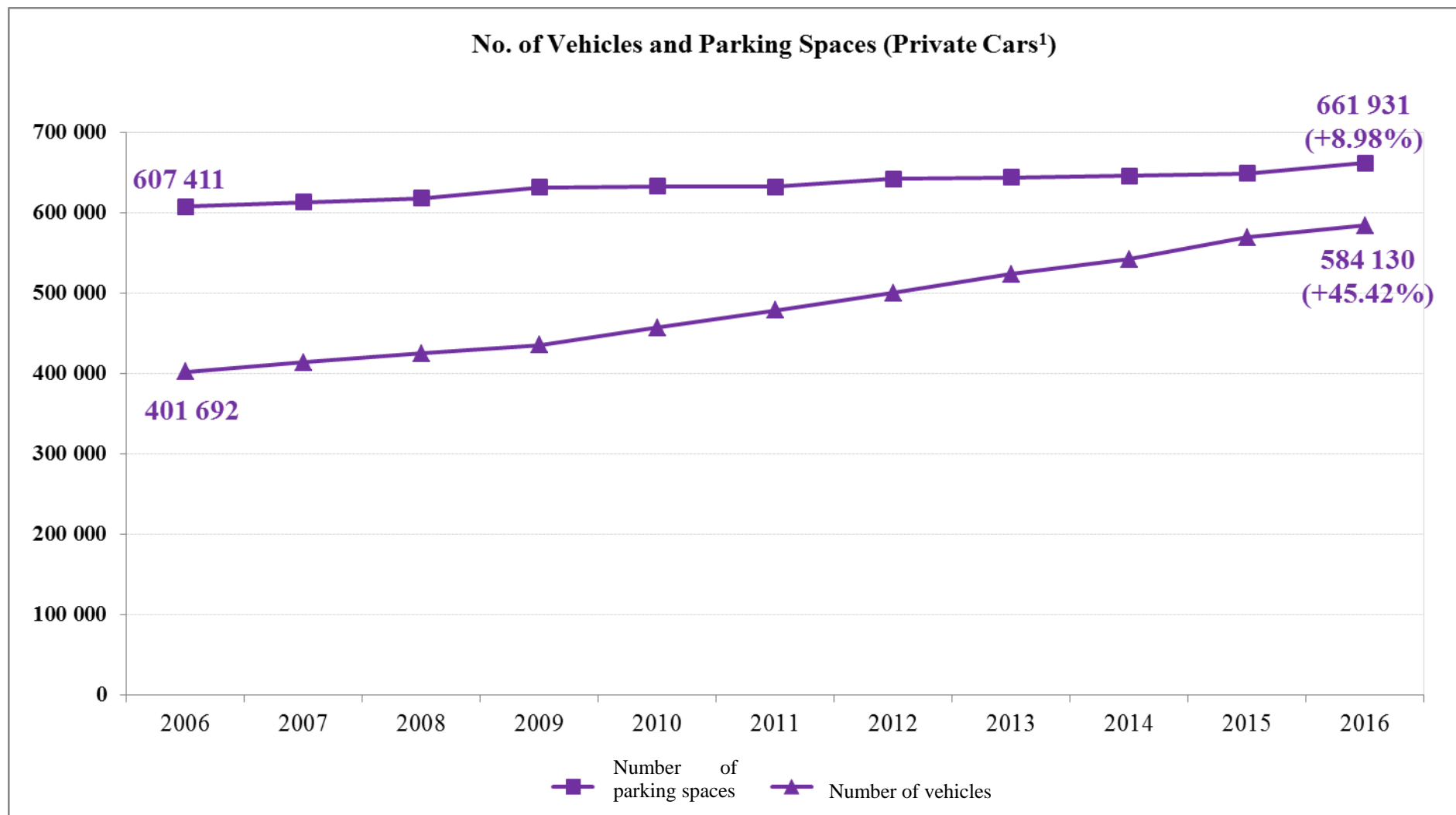
¹ Private car parking spaces can be used by private cars, taxis as well as van-type light goods vehicles, light goods vehicles and light buses with such sizes that can be accommodated within the private car parking spaces.

² Excluding van-type light goods vehicles that can be parked at private car parking spaces.



Note:

1 Commercial vehicles include goods vehicles, coaches and public non-franchised buses.



Note:

1 Including van-type light goods vehicles as they may also be parked at private car parking spaces.

Updated background brief on parking policy

List of relevant papers

Date of meeting	Panel/ Committee	Minutes/Paper	LC Paper No.
3.12.2014	Council meeting	Hon Frankie YICK Chi-ming raised a question on parking spaces for school private light buses	http://www.info.gov.hk/gia/general/201412/03/P201412020812.htm
11.2.2015	Council meeting	Hon Andrew LEUNG Kwan-yuen raised a question on supply of parking spaces	http://www.info.gov.hk/gia/general/201502/11/P201502110407.htm
12.5.2015	Panel on Transport ("TP")	Administration's paper	CB(4)922/14-15(04) http://www.legco.gov.hk/yr14-15/english/panels/tp/papers/tp20150512cb4-922-4-e.pdf
		Minutes of the meeting	CB(4)85/15-16 http://www.legco.gov.hk/yr14-15/english/panels/tp/minutes/tp20150512.pdf
24.6.2015	Council meeting	Hon Frankie YICK Chi-ming raised a question on parking facilities	http://www.info.gov.hk/gia/general/201506/24/P201506240562.htm
4.11.2015	Council meeting	Hon CHAN Han-pan raised a question on provision of parking spaces	http://www.info.gov.hk/gia/general/201511/04/P201511040664.htm

Date of meeting	Panel/ Committee	Minutes/Paper	LC Paper No.
16.12.2015	TP	Administration's paper	CB(4)344/15-16(03) http://www.legco.gov.hk/yr15-16/english/panels/tp/papers/tp20151216cb4-344-3-e.pdf
		Background brief	CB(4)344/15-16(04) http://www.legco.gov.hk/yr15-16/english/panels/tp/papers/tp20151216cb4-344-4-e.pdf
		Follow-up paper	CB(4)1065/15-16(01) http://www.legco.gov.hk/yr15-16/english/panels/tp/papers/tp20151216cb4-1065-1-e.pdf
		Minutes of the meeting	CB(4)1270/15-16 http://www.legco.gov.hk/yr15-16/english/panels/tp/minutes/tp20151216.pdf
5.1.2016	TP	Minutes of the meeting	CB(4)1277/15-16 http://www.legco.gov.hk/yr15-16/english/panels/tp/minutes/tp20160105.pdf
6.1.2016	Council meeting	Hon Frankie YICK Chi-ming raised a question on parking facilities	http://www.info.gov.hk/gia/general/201601/06/P201601060439.htm
20.1.2016	Council meeting	Hon WONG Kwok-kin raised a question on provision of parking spaces and enforcement actions against illegal parking	http://www.info.gov.hk/gia/general/201601/20/P201601200570.htm
11.5.2016	Council meeting	Hon Alice MAK Mei-kuen raised a question on parking facilities	http://www.info.gov.hk/gia/general/201605/11/P201605110446.htm

Date of meeting	Panel/ Committee	Minutes/Paper	LC Paper No.
2.11.2016	Council meeting	Hon Frankie YICK Chi-ming raised a question on parking spaces for school private light buses	http://www.info.gov.hk/gia/general/201611/02/P2016110200677.htm
11.1.2017	Council meeting	Hon Hon Mrs Regina Ip raised a question on combat illegal parking	http://www.info.gov.hk/gia/general/201701/11/P2017011100285.htm
20.1.2017	TP	Administration's paper	CB(4)413/16-17(03) http://www.legco.gov.hk/yr16-17/english/panels/tp/papers/tp20170120cb4-413-3-e.pdf
15.2.2017	Council meeting	Hon Hon Frankie Yick raised a question on parking spaces in Central and Western District	http://www.info.gov.hk/gia/general/201702/15/P2017021500384.htm
21.3.2017 5.5.2017 23.5.2017 19.6.2017 24.10.2017	Subcommittee on Two Proposed Resolutions under the Fixed Penalty (Traffic Contraventions) Ordinance and the Fixed Penalty (Criminal Proceedings) Ordinance	Minutes of the meeting	CB(4)918/16-17 http://www.legco.gov.hk/yr16-17/english/hc/sub_leg/sc106/minutes/sc10620170321.pdf CB(4)1371/16-17 http://www.legco.gov.hk/yr16-17/english/hc/sub_leg/sc106/minutes/sc10620170505.pdf CB(4)1430/16-17 http://www.legco.gov.hk/yr16-17/english/hc/sub_leg/sc106/minutes/sc10620170523.pdf CB(4)1551/16-17 http://www.legco.gov.hk/yr16

Date of meeting	Panel/ Committee	Minutes/Paper	LC Paper No.
			<p>-17/english/hc/sub_leg/sc106/minutes/sc10620170619.pdf</p> <p>CB(4)270/17-18</p> <p>http://www.legco.gov.hk/yr16-17/english/hc/sub_leg/sc106/minutes/sc10620171024.pdf</p>
		Follow-up paper	<p>CB(4)932/16-17(02)</p> <p>http://www.legco.gov.hk/yr16-17/english/hc/sub_leg/sc106/papers/sc10620170505cb4-932-2-e.pdf</p> <p>CB(4)1028/16-17(03)</p> <p>http://www.legco.gov.hk/yr16-17/english/hc/sub_leg/sc106/papers/sc10620170523cb4-1028-3-e.pdf</p> <p>CB(4)1232/16-17(02)</p> <p>http://www.legco.gov.hk/yr16-17/english/hc/sub_leg/sc106/papers/sc10620170619cb4-1232-2-e.pdf</p> <p>CB(4)1374/16-17(01)</p> <p>http://www.legco.gov.hk/yr16-17/english/hc/sub_leg/sc106/papers/sc10620170619cb4-1374-1-e.pdf</p>
5.4.2017	Finance Committee (Special meeting)	Replies to initial written questions raised by Finance Committee members in examining the	http://www.legco.gov.hk/yr16-17/english/fc/fc/w_q/thb-t-e.pdf

Date of meeting	Panel/ Committee	Minutes/Paper	LC Paper No.
		Estimates of Expenditure 2017-2018 (Session No.: 13) (Questions Serial Nos. 0481, 0738, 0748, 0797, 0830, 0984, 1061, 1070, 1975, 2331, 2345, 2909, 3235, 3465 and 6508)	
19.5.2017	TP	Administration's paper	CB(4)1021/16-17(09) http://www.legco.gov.hk/yr16-17/english/panels/tp/papers/tp20170519cb4-1021-9-e.pdf
		Background brief	CB(4)1021/16-17(10) http://www.legco.gov.hk/yr16-17/english/panels/tp/papers/tp20170519cb4-1021-10-e.pdf
		Minutes of the meeting	CB(4)13/17-18 http://www.legco.gov.hk/yr16-17/english/panels/tp/minutes/tp20170519.pdf
		Follow-up paper	CB(4)1549/16-17(01) http://www.legco.gov.hk/yr16-17/english/panels/tp/papers/tp20170519cb4-1549-1-e.pdf
1.11.2017	Council meeting	Hon Dr Hon Elizabeth Quat raised a question on supply of parking spaces in Ma On Shan	http://www.info.gov.hk/gia/general/201711/01/P2017103100748.htm
15.11.2017	Council meeting	Hon Dr Hon Priscilla Leung raised a question on combat illegal	http://www.info.gov.hk/gia/general/201711/15/P2017111400689.htm

Date of meeting	Panel/ Committee	Minutes/Paper	LC Paper No.
		parking in Kowloon City, To Kwa Wan and Hung Hom	
22.11.2017	Council meeting	Hon Hon Jimmy Ng raised a question on parking spaces	http://www.info.gov.hk/gia/general/201711/22/P2017112200307.htm
24.11.2017	House Committee	Report of the Subcommittee on Two Proposed Resolutions under the Fixed Penalty (Traffic Contraventions) Ordinance and the Fixed Penalty (Criminal Proceedings) Ordinance	CB(4)254/17-18 http://www.legco.gov.hk/yr17-18/english/hc/papers/hc20171124cb4-254-e.pdf

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7 December 2017