

香港城市設計學會公共事務委員會對「推廣使用電動車」的評論

立法會環境事務委員會會議 - 2020 年 1 月 22 日

( 2 分鐘發言稿 )

1. 推廣電動汽車的使用有助減少路邊空氣污染，某程度上會幫助減少溫室氣體排放。電動車的噪音也比常規車輛少。隨著科技的發展，電動車在未來很可能被作為自動駕駛和無人駕駛所使用的汽車，無人駕駛車輛會有利於共享使用，需要更小的停車位和安全間隙，並且能通過速度控制對行人更安全。交通順暢也可減少出行時間。長遠來說可能間接令整體的私家車數量減少。
2. 香港有六十多萬私家車及超過一萬八千輛的士，各種貨車、巴士以及其他車輛，都在與行人爭奪道路及公共空間的使用。良好的城市設計應以人為本，為所有年齡的人們提供綠色，宜人，安全和共容的空間。使用電動車只是環境政策空氣質素目標的一部分，實應與有關城市“環境”其他“質素”一併考慮。政府亦需展示有效處理廢舊電池的措施，防止日後造成污染。
3. 為電動車充電設施提供建築面積優惠並不理想，對各種不同的政策目的給予建築面積優惠所累積增加的建築體積，將損害城市的公共空間。
4. 的士在道路上行駛頻密，理應著重將所有的士轉為電動。可惜，電動的士的試驗計劃失敗告終，當局應檢討失敗的原因。
5. 由於在現有建築物安裝充電設施存在技術困難，補貼計劃的成效可能有限，為了促進改善空氣質素及使用新能源，政府應在規劃所有新發展區之同時，制定明確的目標和準則，以落實電動汽車充電設施的安裝。
6. 施政報告和環境政策應有長遠的目光，參考世界各地在公共交通方式的進展。例如，在廣州市 90% 以上的公交車隊已使用了純電動車，倫敦、紐約和巴黎也有類似計劃。新加坡早在 2016 已決定打造成為無車之城。深圳亦已建設了世界最大的電動的士充電場地。我們也應應用人工智能和其他智慧城市的技術，以促進建設更清潔，交通便利和行人友善的城市環境。

香港城市設計學會公共事務委員會

2020 年 1 月

**Comments of the Public Affairs Committee of HKIUD on “promoting the use of electric vehicles” – public hearing of the LegCo Panel Environmental Affairs**  
**22 January 2020**

1. Promoting the use of electric cars (EC) may help to reduce the problem of roadside air pollution and greenhouse gas emissions to a certain extent in the long run. ECs also produce less noise than conventional vehicles, and are thus more environmentally friendly in this respect.
2. As regards the competition for use of road spaces, at present, we have some 620,000 private cars, more than 18,000 taxis, some 120,000 goods vehicles of various types, plus franchised and other buses, mini-buses, etc. They all compete for the use of road spaces, and they also compete with pedestrians for the spaces in the public realm. With the advance of modern technology, electric cars are likely the types used in autonomous vehicles and driverless cars, which are being actively researched and developed in many countries. Future driverless vehicles could be conducive to share-use, require less spaces for parking and safety gaps, etc., and may be safer to pedestrians through better speed control. Smoother traffic flows could also reduce journey times. Although use of ECs would not help to reduce the number of private cars in the short term, the promotion of the use of ECs may have a long term, less direct benefit towards the reduction of number of private vehicles on the public roads.
3. A healthy and people-oriented city environment should be green and walkable, safe and inclusive for people of all ages. It is noted that use of ECs is part of Government’s environmental policy in respect of air quality objectives. Nevertheless, air quality policies should not be taken in isolation but should be conceived together with different issues concerning other “qualities” of the city “environment”. At present, the formulation of policies and implementation in various policy sectors appear to be dis-jointed. Chapter 8 of the Hong Kong Planning Standards and Guidelines (HKPSG), in its revision in 2011, has mentioned the Government’s longer term target of turning 30% private cars to EVs or hybrid by 2020, and that the HKPSG envisages at least 30% of car parking spaces for “private cars” should be provided with standard charging facilities to match the number of EVs (including carparks of private residential developments, carparks of commercial facilities, carparks of industrial development and carparks of business development, or a mix of these). In the Environment Panel’s meeting on 28.1.2019, in response to Panel members’ query, the Government replied that this was just *“with reference to assumptions and recommendations of a consultancy study, HKPSG was amended in 2011 setting out the scenario instead of a government target that 30% of PC parking spaces in new buildings would have EV charging*

*facilities.”*

4. It is noted that GFA concessions may be given for the provision of EV charging facilities. However, it is concerned that as a means of getting work done concessionary GFAs are frequently granted for different policy purposes. It would result in cumulative increases in the building bulks, at the expense of public spaces.
5. Besides, Government has yet to demonstrate what measures would be taken to **deal with the increased number of used batteries in future** after their useful life, without causing other types of pollution.
6. There are more than 18,000 taxis in Hong Kong. **Taxis run on the roads more frequently than private vehicles.** It may be more important to turn all taxis to electric mode, but it is noted that only four e-taxis have been put on trial and even the last one has been abandoned recently. The news showed that there appears to be a lack of subsidy and support to the owners.
7. The 2018 Policy Address has stated a number of environmental objectives covering actions for improving the air quality. Not much else is found in the 2019 Policy Address, although there is a proposal of setting aside of \$2 Billion for a pilot subsidy scheme to “promote the installation of EV charging-enabling infrastructure in carparks of existing private residential buildings”. This assistance understandably focuses on the existing developments due to the technical difficulties of installing charging facilities in existing buildings. However, it must be noted that global climate change impacts are imminent and urgent. Responsible bureaux should join hands to set in motion immediate action programmes to promote changes in respect of strategic planning and use of renewable energies, which are conducive to overall environmental improvement. Government should also set out clear objectives and guidelines for the planning and development of all new development areas with such new perspective.
8. Instead of attempts to deal just with the use of private cars, the Policy Address and environmental policies should also adopt a much longer-term perspective in respect of worldwide trends in city planning and advances in public transport modes. For example, Guangzhou has replaced over 90% of its bus fleet with pure-electric vehicles, Paris has already announced that petrol cars will be banished by 2030. London and New York are increasingly rolling out such programmes and Singapore already announced its intention to be “car-lite” in 2016. Cities are moving rapidly to restrict vehicle access to city centres, and only electric vehicles will be part of that access. Near-by to Hong Kong, Shenzhen has implemented the largest charging square for E-taxis. Although in Hong Kong we may not have such large areas for building some communal charging facilities, we should also explore the possible use of artificial intelligence and other smart city technologies to promote a cleaner, sustainable, accessible and more pedestrian

friendly city environment, especially for the new development areas, apart from just retro-fitting existing buildings with EV charging facilities.

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