

立法會
Legislative Council

LC Paper No. CB(3) 734/18-19

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Tel : 3919 3300

Date : 24 June 2019

From : Clerk to the Legislative Council

To : All Members of the Legislative Council

Note: Hon Jeremy TAM has withdrawn the notice of his amendment. When dealing with this motion, the Council will not deal with his amendment.
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Council meeting of 10 July 2019

**Amendments to Hon LUK Chung-hung's motion on
"Alleviating road traffic congestion"**

Further to LC Paper No. CB(3) 707/18-19 issued on 14 June 2019, Hon CHAN Han-pan and Hon Jeremy TAM have respectively given notice to move amendments to Hon LUK Chung-hung's motion. As directed by the President, the amendments will be printed in the terms in which they were handed in.

2. The President will order a joint debate on the above motion and the amendments. I set out below the relevant proceedings in which the President will:

- (a) call upon the motion mover to speak and move the motion;
- (b) propose the question on the motion;
- (c) call upon the Members who wish to move amendments to the motion to speak in the following order, but no amendment is to be moved at this stage:
 - (i) Hon CHAN Han-pan; and
 - (ii) Hon Jeremy TAM;
- (d) call upon the public officer(s) to speak;

- (e) invite other Members to speak;
- (f) call upon the motion mover to speak on the amendments;
- (g) call upon the public officer(s) to speak again;
- (h) deal with the amendments in the order set out in paragraph (c) above, i.e. first invite the mover of the first amendment to move the amendment and forthwith propose and put to vote the question on the amendment, and thereafter proceed to deal with the remaining amendment; and
- (i) after all amendments have been dealt with, call upon the motion mover to reply, and then put to vote the question on the motion, or the motion as amended, as the case may be.

3. For Members' reference, the terms of the original motion and the marked-up version of the amendments are set out in the **Appendix**.

4. Members are reminded that Hon LUK Chung-hung's motion originally scheduled for the Council meeting of 26 June 2019 will be rescheduled to the Council meeting of 10 July 2019.

(Dora WAI)
for Clerk to the Legislative Council

Encl.

(Translation)

**Motion debate on
“Alleviating road traffic congestion”**

1. Hon LUK Chung-hung’s original motion

That Hong Kong has all along adopted the public transport policy of ‘according priority to railway’ to alleviate the problem of traffic congestion; yet, in recent years, the problem of road traffic congestion has remained serious, affecting people’s daily commuting; in fact, problems have existed in Hong Kong in terms of traffic network planning, transport infrastructure facilities, road design and public transport management, thus resulting in increasingly serious road traffic congestion; in this connection, this Council urges the Government to expeditiously and comprehensively review public transport planning and policies to alleviate the problem of road traffic congestion; specific measures include:

- (1) progressively relocating important business development areas to other districts when undertaking urban design and planning, and taking the lead to move government departments out of core business districts, so as to divert vehicular flows;
- (2) expeditiously launching the Fourth Comprehensive Transport Study to comprehensively examine the roles and positioning of various public transport services and make planning for the expansion of road infrastructure;
- (3) expeditiously implementing the various railway projects recommended in the Railway Development Strategy 2014 and making planning for future railway network as soon as possible, such as studying afresh the construction of the Tuen Mun to Tsuen Wan Link, studying the development of a second North South Corridor (East Rail Line 2) and the Siu Sai Wan Extension, so as to alleviate traffic congestion in various districts;
- (4) increasing the supply of parking spaces for commercial vehicles and the public, including reviewing the ratio of the number of parking spaces to the number of vehicles in accordance with the Hong Kong Planning Standards and Guidelines, identifying more pilot sites for the provision of smart car parks in new development and redevelopment projects under the principle of ‘single site, multiple uses’, and encouraging private developers and government departments to make good use of

underground spaces of buildings for the provision of car parks; and at the same time, formulating measures to control the growth of private cars;

- (5) proposing more measures to reduce or waive public transport fares and offer public transport fare concessions, such as reducing or waiving the tolls of government tunnels and bridges on various public transport modes, introducing a monthly pass scheme for inter-modal interchange by the Government, lowering the current threshold for the non-means tested Public Transport Fare Subsidy Scheme and setting up a fare stabilization fund, so as to encourage more people to take public transport;
- (6) expeditiously reviewing the toll policy of government tunnels and bridges, including studying the introduction of standard tolls for the current three land tunnels and three road harbour crossings, so as to divert vehicular flows;
- (7) providing park-and-ride concessions for public car parks in major public transport interchanges, and encouraging privately operated car parks to offer similar concessions; and
- (8) stepping up the application of big data and innovative technology, including the provision of parking vacancy information, full introduction of a system to monitor black spots of illegal parking, and a feasibility study on introducing driver aid technology and the relevant legal framework, so as to relieve road traffic congestion.

2. Motion as amended by Hon CHAN Han-pan

That, *given the persistent growth in Hong Kong's population and continuous increase in economic activities, the pressure on traffic demands has continued to increase*; Hong Kong has all along adopted the public transport policy of 'according priority to railway' to alleviate the problem of traffic congestion; yet, in recent years, the problem of road traffic congestion has remained serious, affecting people's daily commuting; in fact, problems have existed in Hong Kong in terms of traffic network planning, transport infrastructure facilities, road design and public transport management, thus resulting in increasingly serious road traffic congestion; in this connection, this Council urges the Government to expeditiously and comprehensively review public transport planning and policies to alleviate the problem of road traffic congestion; specific measures include:

- (1) progressively relocating important business development areas to other districts when undertaking urban design and planning, and taking the

lead to move government departments out of core business districts, so as to divert vehicular flows;

- (2) expeditiously launching the Fourth Comprehensive Transport Study to comprehensively examine the roles and positioning of various public transport services and make planning for the expansion of road infrastructure;
- (3) expeditiously implementing the various railway projects recommended in the Railway Development Strategy 2014 and making planning for future railway network as soon as possible, such as studying afresh the construction of the Tuen Mun to Tsuen Wan Link *with the alignment extending to Sha Tin, and the East Kowloon Line*, studying the development of a second North South Corridor (East Rail Line 2) and the Siu Sai Wan Extension, so as to alleviate traffic congestion in various districts;
- (4) increasing the supply of parking spaces for commercial vehicles and the public, including reviewing the ratio of the number of parking spaces to the number of vehicles in accordance with the Hong Kong Planning Standards and Guidelines, identifying more pilot sites for the provision of smart car parks in new development and redevelopment projects under the principle of ‘single site, multiple uses’, and encouraging private developers and government departments to make good use of underground spaces of buildings for the provision of car parks; and at the same time, formulating measures to control the growth of private cars;
- (5) proposing more measures to reduce or waive public transport fares and offer public transport fare concessions, such as reducing or waiving the tolls of government tunnels and bridges on various public transport modes, introducing a monthly pass scheme for inter-modal interchange by the Government, lowering the current threshold for the non-means tested Public Transport Fare Subsidy Scheme and setting up a fare stabilization fund, so as to encourage more people to take public transport;
- (6) *reviewing the Fare Adjustment Mechanism of the MTR Corporation Limited, including introducing a profit factor to better reflect the profit situations of the company, so as to determine a more reasonable railway fare level;*
- ~~(6)~~(7) expeditiously reviewing the toll policy of government tunnels and bridges, including studying the introduction of standard tolls *or suitable toll adjustment* for the current three land tunnels ~~and~~, *putting forward a*

toll plan to, without substantially raising the tolls for the Cross-Harbour Tunnel and Eastern Harbour Crossing, rationalize the traffic of the three road harbour crossings, so as to divert vehicular flows, and abolishing the tolls for the Lantau Link to alleviate traffic congestion arising from vehicles queuing up to make payment;

- (7)(8) providing park-and-ride concessions for public car parks in major public transport interchanges, and encouraging privately operated car parks to offer similar concessions; and
- (8)(9) stepping up the application of big data and innovative technology, including *the improvement of service information systems of the Government and various transport operators, the enhancement of the features of relevant application software and programmes to provide an integrated, real-time information on service schedules and operation conditions of public transport modes (including franchised buses and minibuses)*, the provision of ~~parking vacancy information~~ *real-time information on vacant government- or privately-operated parking spaces*, full introduction of a system to monitor black spots of illegal parking, and a feasibility study on introducing driver aid technology and the relevant legal framework, so as to relieve road traffic congestion;
- (10) *proactively implementing the measure to accord priority in the use of roads to public transport modes, and designating more bus-only lanes during peak hours, so as to encourage the public to take public transport ; and*
- (11) *formulating a comprehensive bicycle-friendly policy to encourage the public to commute by bicycles so as to reduce the use of vehicles.*

Note: Hon CHAN Han-pan's amendment is marked in *bold and italic type* or with deletion line.

3. Motion as amended by Hon Jeremy TAM

~~That Hong Kong has all along adopted the public transport policy of 'according priority to railway' to alleviate the problem of traffic congestion; yet, in recent years, the problem of road traffic congestion has remained serious, affecting people's daily commuting; as land and railway transport in Hong Kong have almost reached the maximum capacities, the public transport policy of designating railway as the backbone has failed to meet the traffic demand of members of the public;~~ in fact, problems have existed in Hong Kong in terms of traffic network planning, transport infrastructure facilities, road design and public transport management, thus resulting in increasingly serious road traffic

congestion; in this connection, this Council urges the Government to expeditiously and comprehensively review public transport planning and policies to alleviate the problem of road traffic congestion; specific measures include:

- (1) progressively relocating important business development areas to other districts when undertaking urban design and planning, and taking the lead to move government departments out of core business districts, so as to divert vehicular flows;
- (2) expeditiously launching the Fourth Comprehensive Transport Study to comprehensively examine the roles and positioning of various public transport services and make planning for the expansion of road infrastructure;
- (3) expeditiously implementing the various railway projects recommended in the Railway Development Strategy 2014 and making planning for future railway network as soon as possible, such as studying afresh the construction of the Tuen Mun to Tsuen Wan Link, ***expeditiously constructing the East Kowloon Line***, studying the development of a second North South Corridor (East Rail Line 2) and the Siu Sai Wan Extension, so as to alleviate traffic congestion in various districts;
- (4) increasing the supply of parking spaces for commercial vehicles and the public, including ~~reviewing the ratio of the number of parking spaces to the number of vehicles~~ ***increasing the number of parking spaces in Hong Kong's housing developments*** in accordance with the Hong Kong Planning Standards and Guidelines, ***stepping up law enforcement to remove 'dead vehicles' found in on-street motorcycle parking spaces***, identifying more pilot sites for the provision of smart car parks in new development and redevelopment projects under the principle of 'single site, multiple uses', and encouraging private developers and government departments to make good use of underground spaces of buildings for the provision of car parks; and at the same time, formulating measures to control the growth of private cars;
- (5) proposing more measures to reduce or waive public transport fares and offer public transport fare concessions, such as reducing or waiving the tolls of government tunnels and bridges on various public transport modes, introducing a monthly pass scheme for inter-modal interchange by the Government, lowering the current threshold for the non-means tested Public Transport Fare Subsidy Scheme and setting up a fare stabilization fund, so as to encourage more people to take public transport;

- (6) expeditiously reviewing the toll policy of government tunnels and bridges, including studying the introduction of standard tolls for the current three land tunnels and three road harbour crossings, so as to divert vehicular flows;
- (7) providing park-and-ride concessions for public car parks in major public transport interchanges, and encouraging privately operated car parks to offer similar concessions; and
- (8) stepping up the application of big data and innovative technology, including the provision of ~~parking vacancy information~~, ***on the premise of fully protecting personal privacy, real-time information on vacant parking spaces of government public car parks and on-street parking spaces, encouraging the provision of real-time information on vacant parking spaces of commercial public car parks***, full introduction of a system to monitor black spots of illegal parking, and a feasibility study on introducing driver aid technology and the relevant legal framework, so as to relieve road traffic congestion;
- (9) ***in order to align with the latest standard of the MTR Corporation Limited ('MTRCL'), updating the standard of franchised buses from six persons (standing) per square metre to four persons (standing) per square metre such that the benchmark for increasing bus service frequency is more realistic, and improving the level of comfort of buses, so as to encourage more people to take public transport;***
- (10) ***by drawing reference from the experiences of London and New York, enhancing the development of waterborne transport, including the provision of more inner harbour ferry services to share the traffic flow of the road harbor crossings or railways, and improving the existing terminal interchanging and relevant ancillary facilities;***
- (11) ***reforming MTRCL's Fare Adjustment Mechanism which allows fares to go upwards and downwards, including studying the feasibility of allowing the Government to exercise the power of approving fare increase applications to ensure that fares are maintained at a reasonable level, and improving MTRCL's penalty mechanism for railways incidents, including reviewing the method of calculating penalties and pegging the remunerations of MTRCL's management with the numbers of railway incidents and of the people affected, with a view to reducing the frequency of railway incidents, thereby encouraging more people to travel on MTR; and***
- (12) ***formulating a long-term cycling policy by perfecting the planning of cycle tracks in appropriate districts and the operation of***

complementary facilities, with a view to encouraging the public to commute by bicycles, so as to reduce the use of vehicles.

Note: Hon Jeremy TAM's amendment is marked in *bold and italic type* or with deletion line.