

**立法會**  
**Legislative Council**

LC Paper No. CB(4)1678/20-21  
*(These minutes have been seen  
by the Administration)*

Ref : CB4/PL/TP/1

**Panel on Transport**

**Minutes of meeting**  
**held on Friday, 20 August 2021, at 10:45 am**  
**in Conference Room 1 of the Legislative Council Complex**

**Members present** : Hon Frankie YICK Chi-ming, SBS, JP (Chairman)  
Hon CHAN Han-pan, BBS, JP (Deputy Chairman)  
Hon Abraham SHEK Lai-him, GBS, JP  
Hon Tommy CHEUNG Yu-yan, GBS, JP  
Hon CHAN Hak-kan, SBS, JP  
Dr Hon Priscilla LEUNG Mei-fun, SBS, JP  
Hon Mrs Regina IP LAU Suk-ye, GBM, GBS, JP  
Hon Paul TSE Wai-chun, JP  
Hon Michael TIEN Puk-sun, BBS, JP  
Hon YIU Si-wing, SBS  
Hon LEUNG Che-cheung, SBS, MH, JP  
Hon POON Siu-ping, BBS, MH  
Ir Dr Hon LO Wai-kwok, GBS, MH, JP  
Hon Holden CHOW Ho-ding  
Hon SHIU Ka-fai, JP  
Hon Wilson OR Chong-shing, MH  
Hon LUK Chung-hung, JP  
Hon LAU Kwok-fan, MH, JP  
Hon Kenneth LAU Ip-keung, BBS, MH, JP  
Hon Tony TSE Wai-chuen, BBS, JP

**Member absent** : Hon WONG Kwok-kin, GBS, JP  
Dr Hon Junius HO Kwan-yiu, JP  
Dr Hon CHENG Chung-tai

**Public officers attending** : **Agenda item III**

Mrs Sharon YIP LEE Hang-yee, JP  
Deputy Secretary for Transport and Housing  
(Transport)1

Miss Gillian LAM Yuk-ting  
Principal Assistant Secretary for Transport and  
Housing (Transport)5

Mr NG Wai-keung, JP  
Deputy Director of Highways,  
Highways Department

Mr LOK Kim-wa  
Assistant Director/Technical  
Highways Department

Mr Frankie CHOU  
Regional Highway Engineer/New Territories  
Highways Department

Miss Kathy NG  
Chief Landscape Architect  
Highways Department

**Agenda item IV**

Mr Edward MAK  
Deputy Secretary for Transport and Housing  
(Transport) 3  
Transport and Housing Bureau

Ms Vivien LI  
Principal Assistant Secretary for  
Transport and Housing (Transport) 2  
Transport and Housing Bureau

Mr Tony YAU  
Deputy Commissioner /  
Planning and Technical Services  
Transport Department

Mr SHEA Tin-cheung  
Chief Engineer/ Strategic Studies  
Transport Department

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

**Staff in attendance :** Ms Angela CHU  
Senior Council Secretary (4)2

Miss Mandy LAM  
Legislative Assistant (4)2

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**I. Information paper(s) issued since the last meeting**

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| LC Paper No. CB(4)1141/20-21(01)                           | - Administration's response to the item "Proposed Regulatory Framework for Autonomous Vehicles" raised at the meeting on 21 May 2021 |
| LC Paper No. CB(4)1167/20-21(01)<br>(Chinese version only) | - Letter from Hon Tony TSE Wai-chuen on implementation timetable for autonomous driving  |

- LC Paper No. CB(4)852/20-21(01) - Administration's response to the item "3023TP – Public vehicle park at Areas 4 and 30 (Site 2), Sheung Shui, 3024TP – Public vehicle park at Area 99, Tung Chung and B085TI – Public Transport Interchange at Tung Chung Area 99" raised at the meeting on 5 January 2021
- LC Paper No. CB(4)851/20-21(01) - Administration's response to the letter from Hon Tony TSE Wai-chuen requesting information on the item "3023TP - Public vehicle park at Areas 4 and 30 (Site 2), Sheung Shui, 3024TP – Public vehicle park at Area 99, Tung Chung and B085TI – Public Transport Interchange at Tung Chung Area 99" discussed at the meeting on 5 January 2021
- LC Paper No. CB(4)1261/20-21(01) Administration's response to the item "Franchises of Citybus Limited (Franchise for Airport and North Lantau Bus Network), Long Win Bus Company Limited and New World First Bus Services Limited" raised at the meeting on 18 June 2021
- LC Paper No. CB(4)1304/20-21(01) Administration's response to the letter from Hon CHAN Han-pan on the use of "Traffic Lights with Split Phase" at Shatin Tai

Chung Kiu Road and safety  
of traffic lights

LC Paper No. CB(4)1342/20-21(01)

Administration's response  
to the to the letter from Hon  
Tony TSE Wai-chuen on  
implementation timetable  
for autonomous driving

Members noted the above papers issued since the last meeting.

2. Mr Tony TSE said that he would like to raise follow-up questions regarding the Administration's response to his letters (LC Paper Nos. CB(4)1222/20-21(01) and CB(4)1342/20-21(01)). The Chairman advised that if the subject matter concerned was not directly related to today's discussion items on the agenda, the relevant government officials present at the meeting might not in a good position to offer a comprehensive reply to the questions raised. Mr Tony TSE agreed to consider putting up the follow-up questions in writing for the Administration's response.

## **II. Date of next meeting and items for discussion**

LC Paper No. CB(4)1330/20-21(01) - List of outstanding items  
for discussion

LC Paper No. CB(4)1330/20-21(02) - List of follow-up actions

3. The Chairman said that the Chief Executive would deliver the 2021 Policy Address at the Legislative Council meeting on 6 October 2021. The Administration proposed to brief the Panel on transport-related initiatives featured in the Policy Address at the Panel meeting on 15 October 2021. As such, the last Panel meeting originally scheduled for 24 September 2021 would be cancelled. The Administration would also brief the Panel on traffic and transport strategy study at the meeting on 15 October 2021. Members raised no objection to the proposal.

### III. Road maintenance and streetscape enhancement

LC Paper No. CB(4)1330/20-21(03) - Paper provided by the Administration

#### Briefing by the Administration

4. At the invitation of the Chairman, Deputy Director of Highways, Highways Department ("DDHy") briefed members on the measures taken by the Highways Department ("HyD") in respect of road maintenance, including the application of new and intelligent technologies, and streetscape enhancement. Details of the briefing were set out in the Administration's paper.

5. Panel members noted that HyD had researched and developed a more durable bituminous paving material – "Highly Modified Stone Mastic Asphalt" with the Hong Kong Polytechnic University ("PolyU"). Up to end May 2021, HyD had tested the use of this new bituminous paving material at 29 road sections with busy traffic. HyD had also researched on enhancing the durability of low noise bituminous paving material. Separately, to increase the efficiency of its maintenance work for aged highway structures, HyD had also been proactively adopting new technologies and equipment to support the work of maintenance staff and enhance their work safety, including the use of unmanned aerial vehicles for inspection, the Smart Lighting Management System ("SLMS") and the Intelligent Robotic System ("IRS").

6. The Administration also briefed members about its streetscape enhancement and new environmental measures. From 2017 to 2020, HyD had carried out beautification works for some 50 bridges and subways. Renovation and beautification work for about 200 highway structures and about 10 000 lampposts were carried out starting from the end of 2020. HyD also introduced the "Enhancement Programme of Vegetated Slopes" in 2016. Apart from systematic removal of ageing trees and those with structural and health problems, the enhancement programme would also re-plant native and local trees and shrubs in situ to beautify the roadside landscape and enhance the biodiversity of vegetation.

7. Lastly, the Panel was briefed about the Light Emitting Diode ("LED") Public Lighting Replacement Programme, which had been launched since 2017-2018 to replace road lights and fluorescent tubes in footbridges and subways with LED luminaires. Members in general supported the Administration's initiatives in road maintenance, streetscape enhancement and new environmental measures.

## Discussion

### *Streetscape enhancement and enhancement for vegetated slopes*

8. Dr Ir LO Wai-kwok and Mr SHIU Ka-fai expressed appreciation of the efforts of the Administration in streetscape enhancement which also created 300 temporary jobs to help alleviate the unemployment situation under the impact of the Coronavirus Disease 2019 pandemic, as well as that in betterment of vegetated slopes. Regarding Mr POON Siu-ping's enquiry about the job nature of the temporary jobs created for enhancing streetscape, DDHy replied that the temporary jobs were mainly related to painting, designing and cleaning.

9. Dr Ir LO Wai-kwok was concerned about the safety of workers who had to carry out maintenance works under extreme weather. DDHy replied that HyD had already commenced consultancies to study possible resilience measures for critical infrastructures in coping with extreme weather events, including those related to repair and maintenance of slopes.

10. Mr Wilson OR enquired about the latest progress of renovation and beautification works for highway structures and lampposts, and HyD's target for streetscape enhancement in 2022. Mr YIU Si-wing asked whether the Administration had set any annual target for streetscape enhancement, especially in tourist spots and areas with high pedestrian flow. DDHy said that as at August 2021, renovation works for about 170 highway structures had been completed. The progress in 2020 for streetscape enhancement was largely sped up as HyD had utilized the Anti-epidemic Fund to create temporary jobs for carrying out the planned works. Most of the renovation works had been completed and HyD would continue with the remaining beautification works with special thematic designs in the coming months of this year. He also emphasized that renovation and beautification works in tourist spots and areas with high pedestrian flow would be accorded higher priority.

11. Mr LAU Kwok-fan asked for the division of work between HyD and the Leisure and Cultural Services Department ("LCSD") in streetscape enhancement like tree planting and suggested the Administration to centralize the efforts among different government departments. DDHy replied that HyD was mainly responsible for the maintenance of vegetation on roadside slopes, and LCSD took care of the plantation along roads or on roadsides. The Government had no plan to centralize such works in the meantime.

12. Mr Kenneth LAU asked for updates of the Enhancement Programme for vegetated slopes after the launch of the pilot schemes implemented in Yuen Chau Kok, Shatin and Pui Man Street, Wong Tai Sin to replace *Acacia confusa* with native and localized species in 2017. Chief Landscape Architect, HyD ("CLA/HyD") replied that after the pilot schemes in Sha Tin and Wong Tai Sin, the Government had extended the Programme to suitable sites across the territory for replacement according to the age, degree of deterioration and healthiness of existing trees, with 40 – 50 slopes replanted with native and localized species each year. The Panel noted that over 7 000 *Acacia confusa* with defects in different districts had been removed. Concerning Mr Kenneth LAU's enquiry on whether the trees removed due to widening of highways would be replanted afterwards, CLA/HyD said that after the widening works, similar number and suitable species of trees would be replanted in the vicinity of the highways in accordance with established guidelines.

*Maintenance for roads, footbridges and pedestrian pavements*

13. Dr Ir LO Wai-kwok enquired whether the aging bituminous paving materials would be reused. Mr LAU Kwok-fan asked whether HyD had ever introduced or would consider to introduce environmentally friendly bituminous materials in road paving. DDHy replied that the road paving contractors were required to reuse some of the aging bituminous paving materials according to the respective contract terms. HyD had started exploring the feasibility of utilising the recycled waste rubber tyres as an additive in the production of bituminous road paving material. Assistant Director (Technical), HyD ("AD(T)/HyD") supplemented that HyD would also conduct pilot projects with environmentally friendly bituminous materials in a few locations within 2021 to test the quality of the materials. The Chairman suggested the Administration to work with PolyU which had been conducting research on low noise bituminous paving materials since six years ago.

14. Mr Wilson OR asked if the Administration would implement any improvement measures to speed up the progress for maintenance and repair works of the structures under HyD's purview which often took months to finish. DDHy replied that the complexity of small-scale works in districts should not be overlooked as it might significantly affect the flow of pedestrians, operation of nearby businesses and underground utilities. The Government would strive to expedite the works by improving the liaison with different stakeholders when implementing maintenance and repair works.



15. Mr YIU Si-wing enquired about the percentage of the works of HyD outsourced to contractors. He further asked if HyD had set any key performance indicators ("KPIs") for contractors in evaluating their effectiveness and efficiency, and whether there would be any reward and punishment system to assess the performance of the contractors. DDHy replied that while most of the maintenance works of HyD were outsourced to contractors, HyD had also constantly reviewed whether the works should be conducted by term contractors or outsourced to specialized contractors according to the nature of the works on a case-by-case basis. HyD had also continually re-evaluated the KPIs set for the contractors. He supplemented that at the moment there was no reward but only penalty system for contractors.

16. With regard to Mr Michael TIEN and Mr SHIU Ka-fai's concern about the quality of road paving works and HyD's monitoring and inspection of condition of public roads in Hong Kong, DDHy explained that for public roads with high traffic flow, the maintenance and repair works would have to be carried out at midnight for completion within a few hours to minimize noise and inconvenience caused to the public. Therefore, only limited area of the road could be repaired in each repair work. HyD would work on the research of paving materials with better anti-deformation, anti-aging and anti-fatigue performances. Meanwhile, HyD would enhance the regular inspection of public roads.

17. Mr POON Siu-ping enquired about laboratory statistics of the more durable bituminous paving materials with PolyU, as well as its price compared with traditional materials if mass production was made possible. He also asked whether there was any similar research on low noise bituminous paving materials overseas. DDHy replied that the durability of the new materials was 30% higher than the traditional one while the price of the new materials was 10% higher. The price of the new materials might drop if mass production was available.

18. Mr SHIU Ka-fai urged the Administration to pay attention to the maintenance and cleanliness of lifts at footbridges. DDHy said that HyD had been collaborating with the Electrical and Mechanical Services Department to follow up this matter.

19. The Chairman was concerned about the uneven surface gradually developed between adjacent paving blocks on pedestrian pavements, which may cause inconvenience to pedestrians especially the elderly if the stepping became large. He asked about the Administration's measures to address this problem and whether in situ concrete would be adopted in pedestrian

pavements in the future instead of paving blocks. DDHy replied that during the public order incidents in 2019, many paving blocks were removed and HyD had to fill up the space by casting in situ concrete with a view to re-opening up the pavements for public use as quickly as possible. However, over the past few months, HyD has been working tirelessly to repair the affected pavements so that they could be restored to its original state. Paving blocks were more preferable than concrete in pedestrian pavements as each paving block could be easily lifted and re-laid for utility works without the need to use noisy concrete breaking machines to break the concrete. As for stepping at pavements, street cleansing by high pressure water jetting might wash away the bedding sand below the paving blocks that caused the problem. HyD had noted the stepping problem and expedited the repair works in the past months. Also, for pavements with a high pedestrian flow, HyD would apply glue to seal the joints of paving blocks and conduct more frequent inspections.

20. Dr Ir LO Wai-kwok asked about the percentage of road lights replaced with LED luminaires. Dr LO, Mr YIU Si-wing and Mr POON Siu-ping urged the Administration to accelerate the replacement. AD(T), HyD replied that since the launch of the LED Public Lighting Replacement Programme in 2017-2018, about 60 000 road lights and 2 900 floodlights had been replaced with LED luminaires up to July 2021. HyD would continue to take into account the aging condition of the remaining road lights and floodlights when planning the replacement schedule.

*Application of new technologies in maintenance works*

21. In view of the public's concern about privacy regarding the installation of smart lampposts, Mr Wilson OR sought clarification of the difference between SLMS and the smart lampposts installed previously in Kowloon Bay. He also enquired about HyD's initiatives related to the Smart City Blueprint for Hong Kong. DDHy clarified that SLMS and smart lampposts were two different initiatives. HyD, in collaboration with the Office of the Government Chief Information Officer, would continue to implement the installation of smart lampposts with local consultation and input from the Technical Advisory Ad Hoc Committee on Multi-functional Smart Lampposts on personal privacy. On the other hand, SLMS was a system to monitor the operation of public lighting, including detection of failures and adjustment of brightness automatically according to road conditions.

22. Mr Michael TIEN was concerned about the traffic accidents involving works vehicles with flashing arrow signs. He asked whether IRS could improve road safety in this regard when temporary traffic arrangement was

implemented on high speed roads. DDHy replied that IRS was developed to reduce the safety hazard of workers in placing traffic cones on high speed roads. He supplemented that to minimize works vehicles with flashing arrow signs being hit by other vehicles on high speed roads, HyD was reviewing the arrangement of these works vehicles, i.e. position and number of vehicles to be placed. More publicity efforts would be put to promote safe driving on high speed roads. The Chairman urged the Administration to make reference to overseas examples, like placing traffic cones at a farther distance in advance of the works vehicles with flashing arrow signs. Mr TIEN concurred.

23. In response to Mr POON Siu-ping's question about the implementation timetable and cost of the development of IRS with the Hong Kong Productivity Council, DDHy replied that IRS was expected to put on trial on high speed roads starting from next year.

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24. The Chairman requested the Administration to provide written response to Mr Wilson OR and Mr YIU Si-wing's questions related to road maintenance and streetscape enhancement including the overall planning and targets to be achieved.

#### **IV. Update on car parking initiatives**

LC Paper No. CB(4)1330/20-21(04) - Paper provided by the Administration

LC Paper No. CB(4)1330/20-21(05) Paper prepared by the Legislative Council Secretariat (Updated background brief)

#### Briefing by the Administration

25. At the invitation of the Chairman, Deputy Secretary for Transport and Housing (Transport) 3 ("DS/T3") briefed members on the car parking initiatives adopted by the Administration to increase the provision of parking spaces. He said that the Administration's policy in the provision of parking spaces was to accord priority to meeting the parking demand of commercial vehicles ("CVs") and to provide an appropriate number of private car ("PC") parking spaces if overall development permitted. Various parking measures had been adopted, including the revision of the parking standards stipulated in the Hong Kong Planning Standards and Guidelines ("HKPSG") to increase the type and number of parking spaces in future residential developments

including subsidized housing. On the adoption of automated parking system ("APS"), seven APS projects are being actively pursued. The two APS projects at the short-term tenancy ("STT") sites in Tsuen Wan and Tai Po would commence operation in the fourth quarter of 2021 and second half of 2022 respectively. The Transport Department ("TD") would continue to explore the use of APS in STT car parks and public works projects as far as practicable. Regarding the adoption of measures to facilitate motorists, TD had been encouraging car park owners and operators to disseminate real-time parking vacancy information to the public via "HKeMobility" and "DATA.GOV.HK". TD had also commenced the installation of new generation on-street parking meters since January 2021. It was anticipated that the installation of around 12 000 new meters would be fully completed in the first half of 2022. Details regarding the above measures were set out in the Administration's paper.

## Discussion

### *Inadequacy in the provision of parking spaces*

26. Ir Dr LO Wai-kwok expressed serious concern about the problem of insufficient parking spaces. According to the statistics provided by the Administration, the number of PCs and van-type light goods vehicle ("LGV") increased from 457 000 to 626 000 from 2010 to 2020, and the ratio of the number of parking spaces to the number of such vehicles dropped from 1.38 to 1.10 in the same period. For CVs, the ratio of the number of parking spaces to the number of CVs was just around 0.63 to 0.67 over the past decade. Mr Michael TIEN expressed that the Administration's attempt to curb the growth of vehicles by increasing the first registration tax and vehicle license fee might be futile in solving the problem of insufficiency parking spaces, as existing parking space provisions were already under stretch. The Chairman and Mr Wilson OR were of the view that devising a target on the provision of parking spaces and the time frame in achieving the target would be a more pragmatic and effective approach to alleviate the problem.

27. Mr Tommy CHEUNG commented that the problem of insufficient parking spaces persisted for many years. The situation had worsened as many STT car parks as well as public car parks such as Murray Road multi-storey car park had been terminated or demolished to give way for other long-term development projects. Yet TD had not made up for the cut in the number of parking spaces to cater for parking demand in the districts. As these car parks were usually situated in busy commercial districts, the shortfall had worsened illegal parking problems and led to road congestion. The shortage also increased the burden of commercial drivers in terms of the time

consumed in locating parking spaces and higher fees paid in using private car parks.

28. DS/T3 explained that the Administration had been actively pursuing a host of short-term and medium- to long-term measures in recent years with a view to increasing the number of parking spaces. For instance, about 5 100 additional parking spaces would be provided by adopting the principle of "single site, multiple uses" across various districts. Parking spaces in government offices would also be opened for public use during non-office hours where practicable. TD would continue to keep in view parking needs of different types of vehicles and devise appropriate measures in addressing the issue.

29. Regarding the provision of 5 100 additional parking spaces at government, institution and community ("GIC") sites, Ir Dr LO Wai-kwok enquired whether TD would project relevant statistics on a longer time frame, taking into account the increase in parking space provision in government buildings and facilities which were now under planning. Mr Wilson OR also sought details of the 5 100 parking spaces, including the numbers and districts where they would be located, and the justifications.

30. Deputy Commissioner/Planning and Technical Services of Transport Department ("DC/PTS") replied that TD had been exploring each suitable project at GIC site and reviewing parking demand nearby for adding parking spaces if feasible. So far 20 sites had been identified in Tung Chung, Sheung Shui, Tseung Kwan O, Chai Wan, San Po Kong and so forth. TD would continue to look into each GIC project and explore the feasibility of providing more parking spaces to meet public demand.

31. The Chairman opined that many of these sites were located far away from central business districts and could not solve the problem of inadequate parking spaces in districts with the highest demand.

32. Mr Wilson OR expressed concern about insufficient parking space for motorcycles, and opined that it would be less difficult to identify parking space for motorcycles relative to PCs given their smaller size requirement. DC/PTS replied that TD had been exploring suitable sites for adding parking space for motorcycles, such as spaces underneath flyovers and other suitable roadside spaces where traffic conditions warrant. Moreover, for abandoned motorcycles occupying existing parking spaces, joint operations had been conducted in collaboration with the Home Affairs Department, the Highways Department, the Lands Department among others in identifying and removing these abandoned vehicles off the road, so as to free up more parking spaces for

motorcyclists.

*Parking spaces for CVs*

33. Mr YIU Si-wing expressed concern about the inadequate parking spaces for tourist coaches. Noting that many tourist projects such as the Airport City at Tung Chung, West Kowloon Cultural Districts and Kai Tak Sports Park were in the pipeline, Mr YIU enquired whether sufficient parking spaces and pick-up/drop-off points for tourist coaches would be provided for at these sites. Mr LEUNG Che-cheung also enquired whether the revised HKPSG would provide sufficiently large loading and unloading bays to accommodate large-size CVs, and whether TD would designate more public transport interchanges as night-time parking for coaches.

34. DS/T3 explained that TD had implemented measures to increase night time parking spaces for CVs, including those for coaches. At tourist hotspots, more parking spaces and pick-up/drop-off areas had been designated for coaches. In planning for development projects, project proponents would have to conduct traffic impact assessment while TD would review the parking demand and advise the project proponents on the number of parking spaces required before incorporation into the land leases. DS/T3 added that the consultancy study conducted regarding parking for CVs (including PCs) revealed the parking demand of CV drivers living in subsidized housing, and the revised HKPSG had therefore taken into account the parking needs of CVs by increasing the number of ancillary parking spaces for LGV, as well as the number of loading/unloading bays ancillary to subsidized housing which would be opened up for use by large-size CVs' overnight parking where feasible. To optimize space and improve utilization rates, the revised standards would allow "shared-use" of parking spaces for CVs with similar vehicle dimensions. For example, medium/heavy goods vehicles and coaches could share the same parking spaces. As regards night time parking at public transport interchanges ("PTIs"), the Government had been allowing franchised buses and public light buses to park at designated PTIs and public light bus stations.

35. The Chairman said that to his understanding, organizations such as LINK would not allow school bus to share the use of parking spaces with LGVs, and a waiver would need to be applied if school buses would like to park in LGV parking space. He sought clarification on the relevant arrangement under the revised HKPSG. DC/PTS replied that under the revised HKPSG, parking spaces for LGV and light buses including school buses with similar dimensions could be shared for use in subsidized housing parking spaces, so as to allow more flexibility on the usage of parking spaces.

There would be no need to apply for waiver for such shared use.

*Revisions of HKPSG*

36. Noting that the global parking standard ("GPS") under HKPSG would be relaxed from 1 space per 6-9 flats to 1 space per 4-7 flats, Ir Dr LO Wai-ki enquired about the projected increase in the provision of parking space as a result of the revision. Mr LEUNG Che-cheung also enquired whether the demand adjustment ratio ("R1") being adjusted from 0.23 to 0.52 adequate to meet the demand for parking spaces. He also commented that as some districts might have keener demand for parking spaces than others, whether it would be reasonable to allocate a fixed R1 across the board without the need to pay due regard to individual characteristics of each district. As the revised HKPSG only applied to future private and subsidized housing developments, Mr Wilson OR also enquired how TD could address the shortage of parking space problems at existing private and public housing estates.

37. DC/PTS replied that in addressing the above concerns, the parameters stipulated in HKPSG were revised according to the consultancy study conducted in 2018 to review relevant standards for the provision of ancillary parking spaces for CVs and PCs in different types of developments. Under the study, TD conducted large-scale parking demand survey and consulted relevant stakeholders. The revisions made to the relevant parameters had already taken into account factors such as flat size, accessibility, provision of public transport at the proximity, parking demand of the developments and so forth. On the number of parking spaces made available according to the new HKPSG, DC/PTS said that it would depend on the progress of new private and subsidized housing development projects. More parking spaces would be made available with the completion of more housing development projects. TD would keep in view parking demand at different districts and endeavor to address the issue by adopting various measures such as designating more STT sites as car park, adoption of APS and enhance the dissemination of real-time parking vacancy information and so forth.

38. The Deputy Chairman pointed out that under the revised HKPSG, fewer parking spaces would be provided for at residential developments near/above MTR railway stations. He cast doubt on the validity of the presumption that residents living near railway stations would use MTR as the major transport means rather than driving. As ancillary facilities like large shopping malls would usually be provided at these residential developments, it was observed that immense traffic flow would be attracted to the nearby districts as many families from other districts would drive to these shopping

malls during holidays and weekends, which further aggravated the shortage of parking space problems. In addition, the provision of less parking spaces would be contrary to the Park n Ride ("PnR") initiatives where motorists were encouraged to park their cars at the closest MTR stations from their home and took MTR to further their journey to work or study, so that traffic flow at busy districts would be reduced during daily peak hours. The Chairman added that as residents living in the residential estates near MTR stations were usually more affluent as reflected by the higher property price concerned, they were more inclined to own private vehicles. Therefore the presumption that residents living near MTR railway stations would normally use public transport instead of driving would need to be reviewed.

39. DS/T3 explained that HKPSG served as a basis for the Administration to determine the type and number of ancillary parking spaces to be provided in each type of development, which would be restricted for use by owners and authorized users. HKPSG did not prescribe standard parameters for public parking spaces. The provision of parking facilities in community and commercial facilities such as shopping malls should cope with the operational needs and visitors' demand. It was the intent of the Administration to avoid a substantial increase in parking spaces at destination ends so as not to incentivize people switching from public transport to PCs for their daily use. That said, TD would continue to conduct regular review on the parking standards under HKPSG and make timely and suitable amendments having regard to parking demand and latest development. For PnR, the Administration had been discussing with relevant organizations for providing more PnR facilities at public transport hubs. At present, there were 24 car parks providing PnR facilities, involving around 9 700 parking spaces, with about 3 500 of them being provided by MTR Corporation Limited and the Housing Department.

40. On Mr Michael TIEN's enquiry on standards relevant to equipping car parks with electric-vehicle ("EV") charging facilities under the revised HKPSG, DC/PTS advised that under the existing mechanism, car parks were required to be equipped with EV charging-enabling facilities at each parking space, with at least 30% of parking spaces equipped with EV charging facilities. To tie-in with the zero-emission goal, the Environment Bureau was currently reviewing the feasibility of requiring the provision of EV electric charger at each parking space. Once the standard had been revised, TD would follow relevant requirements.

#### *Application of APS*

41. Noting that TD would be inviting tender for operating APS at STT



site in Tai Po, Mr Michael TIEN enquired whether the Administration would accord higher scores to tenders who could provide the most parking spaces in addition to evaluating the cost aspects of the submitted tenders. The Chairman also suggested according priority to those tenderers who would charge the users a lower parking fee.

42. DC/PTS advised that as APS involved more technical issues in its operation and maintenance, TD would place greater emphasis on the technical aspects of submitted tenders to ensure that operators had the required technology, skills and experience in operating the APS. That said, to optimize the use of space, TD would specify in the tender requirements the minimum number of parking spaces to be provided. As regards parking fee, operators were expected to determine the optimal level having regard to market situation such as parking demand and the provision of parking spaces in the vicinity.

*Dissemination of parking vacancy information*

43. The Deputy Chairman and Mr YIU Si-wing noted that the number of private car parks releasing parking vacancy information to TD for disseminating real-time parking information to the public was still on the low side. Both members enquired whether the Administration would consider mandating the provision of relevant parking information by private car parks.

44. DS/T3 responded that TD had been in close liaison with car park owners and operators to encourage sharing of real-time parking vacancy information, and the number of participating car parks had more than doubled from about 220 in July 2018 to 482 as at end June 2021, involving about 72 000 parking spaces in total. TD would continue to discuss with private operators on the sharing of parking information to facilitate motorists. DC/PTS added that for new STT car parks, the Lands Department had included conditions in all new STT agreements to require operators to provide parking vacancy information to TD. Similar conditions had also been incorporated where appropriate in new land leases of private developments since February 2021, requiring developers to provide TD with real-time parking vacancy information after completion of the developments.

*Enhancing roadside parking facilities*

45. Having noted that the "HKeMeter" and "HKeMobility" mobile apps would assist motorists in finding vacant on-street parking spaces, Mr Michael TIEN enquired whether the apps were enabled with the Global Positioning System ("GPS") to direct motorists to the nearest vacant parking space.

DC/PTS advised that the mobile apps were linked to Google maps or similar applications in the smartphone for navigation. TD had been communicating with the companies concerned closely on updating latest traffic aids information so that motorists would be given the most updated navigation information when using the apps.

46. Ir Dr LO Wai-kwok said that the turnover of roadside parking meters at busy districts were low, and enquired whether the new generation on-street parking meters could flexibly adjust parking duration having regard to parking demand. The Chairman noted that TD in managing roadside parking meters during busier hours of the day would reduce the parking limit to 30 minutes, one hour or 2 hours. He suggested that in the evening when there was less demand, the parking time-limit could be flexibly extended to 3 hours by making use of the central computer system. He observed that after 10 pm, parking demand would drop. Hence he also suggested that the free parking duration should be standardized from 10 pm onwards to save the trouble of professional drivers having to feed the meter after 10 pm because some meters need to be fed up to 12 midnight. DC/PTS took note of members' suggestions and responded that TD had been monitoring usage of on-street parking meters across different districts and flexibly adjust parking duration of on-street parking meters having regard to parking needs and turnover. He raised for example that the parking duration were stipulated at the traffic signs erected at the respective metered parking spaces at present, and that TD had different issues to consider when exploring how to adopt a more flexible approach in managing the parking duration of on-street metered parking spaces. In addition, TD had been exploring to provide more metered parking spaces at suitable locations where condition warrants.

**V. Any other business**

47. There being no other business, the meeting ended at 12:55 pm.