

香港特別行政區政府
The Government of the Hong Kong Special Administrative Region

政府總部
運輸及房屋局
運輸科

香港添馬添美道 2 號
政府總部東翼

本局檔號 OUR REF.: THB(T)CR 1/5628/2019
來函檔號 YOUR REF.: CB4/PL/TP



Transport and
Housing Bureau
Government Secretariat
Transport Branch
East Wing, Central Government Offices,
2 Tim Mei Avenue,
Tamar, Hong Kong
電話 Tel. No.: 3509 8199
傳真 Fax No.: 3904 1774

Clerk to the Legislative Council Panel on Transport
Legislative Council Secretariat
Legislative Council Complex
1 Legislative Council Road
Central, Hong Kong
(Attn.: Ms Sophie LAU)

By e-mail and fax
(Fax: 2840 0716)

30 September 2021

Dear Ms LAU,

**Legislative Council Panel on Transport
Follow-up issues arising from the meeting on 20 August 2021**

Follow-up questions on various transport matters

Thank you for your letter dated 25 August 2021, conveying the follow-up questions raised by Hon Tony TSE Wai-chuen in relation to various transport matters. The Government's responses are set out at **Annex**.

Yours sincerely,

A handwritten signature in black ink, appearing to be 'Fiona HSU', written in a cursive style.

(Fiona HSU)

for Secretary for Transport and Housing

Encl.

c.c.:

Commissioner for Transport (Attn.: Mr Simon Wong) Fax: 2186 7519

**Legislative Council Panel on Transport
Follow-up issues arising from the meeting on 20 August 2021**

**Government's responses on the follow-up questions in relation to
various transport matters**

Replies to two questions raised in relation to CB(4)1342/20-21(01):

1. Regarding the proposal for establishing a new regulatory framework for autonomous vehicles (AVs), the Government has commenced the study on legislative amendments with a view to developing a new and flexible regulatory framework to keep pace with the ever-changing technological development of AVs. Under the new regulatory framework, we propose to establish a new licensing regime, and empower the Commissioner for Transport, as the case may be, to exempt any person or AV from certain provisions of existing legislations that impede the trial and use of AVs. The new regulatory framework will also set out the liabilities and consequences of non-compliance of concerned parties, as well as the detailed technical and operational requirements through the issue of a Code of Practice, which is administrative in nature, to bring convenience to the industry in trialing and using AVs while ensuring public safety, paving the way for the long-term development of AVs in Hong Kong.

The Government targets at completing the drafting of the Bill and introduce it into the Legislative Council for scrutiny in 2022. The new regulatory framework is expected to be implemented as soon as possible after the Bill is passed by the Legislative Council.

2. With the rapidly advancing automobile technology, vehicle manufacturers have, in recent years, installed a number of new driver assistance functions on their vehicles, in order to enhance driving experience and road safety. With regard to the introduction of new driver assistance systems by vehicle manufacturers for various vehicle classes, which seek to improve driving and road safety, the Transport Department (TD) has all along been keeping an open mind. The existing legislation stipulates that the driver must turn off the engine and ensure the parking brake is applied before vacating the vehicle. The use of the said function to remotely control a vehicle would contravene the existing legislation. The TD will keep abreast of the latest development of vehicle technologies (including the function of remotely controlling a vehicle) and continue to liaise with relevant stakeholders. In considering whether to recommend the approval of the use of the said function, the TD will endeavour to strike a

balance between the convenience of motorists and public safety. The TD has also maintained contact with relevant stakeholders, including relevant vehicle manufacturers, to work on issues of road safety, vehicle technology and the liability of “driver” when introducing the said function.

The new regulatory framework proposed by the Government for AVs is mainly targeted at motor vehicle each equipped wholly or substantially with an autonomous system enabling the operation of the vehicle concerned without the active physical control of, or monitoring by, humans. The new regulatory framework is neither targeted at nor applicable to vehicles which have the function of remotely controlling a vehicle.

Replies to two questions raised in relation to CB(4)851/20-21(01):

1. According to the observation by the TD, there are still vacant parking spaces around Area 99 in Tung Chung during day and night time.

In general, development projects have provided the required number of parking spaces as stipulated in the Hong Kong Planning Standards and Guidelines (HKPSG) prevalent at the time of development. The TD has been closely monitoring the traffic situation of the road network in Tung Chung and reviewing the parking demand regularly. The Government will identify suitable sites for setting up temporary car parks when necessary. The Government will also provide additional on-street parking spaces at suitable locations with parking demand on the condition that traffic flow, road safety and other road users will not be affected. Furthermore, in line with the principle of “single site, multiple uses”, the Government will provide public parking spaces in suitable Government, Institution or Community facilities and public open space projects.

2. The Automated Guided Vehicles (AGVs) adopted in Science Park utilises unmanned moving pallets to move vehicles that are not in operation to their parking spaces. This system has the advantage of saving the drivers’ time in walking to the parking spaces. However, extra spaces have to be reserved for the system to set up the transfer cabin, waiting area and reception area. Moreover, extra headroom has to be reserved to accommodate the pallets. Therefore, it is mainly deployed in car parks with large floor area with a view to bringing convenience to users. The impacts of AGVs to maximise the use of space or increase the number of parking spaces are not as significant as the APS.

As for the Public Vehicle Park (PVP) at Area 99 in Tung Chung, the proposed PVP needs to dovetail with the development programme of the

Public Transport Interchange located at ground level and the public housing at Area 99. Given that the design of a conventional car park is able to provide the required number of parking spaces and its construction schedule is more manageable with the consideration of site conditions, it is more appropriate for the proposed PVP to adopt a conventional car park design.

Replies to four questions raised in relation to CB(4)1330/ 20-21(04):

1. The Government's transport policy is to develop a transportation system centred on public transport with railway as the backbone. The Government's policy in the provision of parking spaces is to accord priority to considering and meeting the parking demand of commercial vehicles, and to provide an appropriate number of private car (PC) parking spaces if the overall development permits, but at the same time not to encourage frequent users for public transport to opt for PCs in lieu of public AV, so as to avoid aggravating the burden on road traffic.

In this regard, the Government has been actively taking forward a host of short-term and medium- to long-term measures to increase the provision of parking spaces. One of the medium- to long-term measures is to require private or subsidised residential developments to provide self-sufficient parking spaces for PCs by enhancing the parking standards stipulated in the HKPSG in order to meet the demand of some residents to use PCs.

With regard to the parking ratio, the Government considers it inappropriate to lay down a rigid indicator for this ratio. Parking demand is affected by many factors, e.g. household income, housing type, overall economy, and regional parking supply and demand, etc., and changes accordingly. A single territory-wide indicator is not only inflexible, but also insufficient to accurately reflect the actual situation of individual regions.

Furthermore, the establishment of a rigid indicator may be interpreted as the need for society to continuously increase the number of parking spaces to catch up with the growth of vehicle fleet. In particular, if it results in a massive increase in the number of destination-end parking spaces, more citizens are likely to be attracted to travel by PCs, which may ultimately affect the overall road traffic. Therefore, it is not a sustainable approach.

We also need to pay heed to the fact that land resources in Hong Kong are very limited. Provision of additional parking spaces must be considered

alongside housing needs and other land use demand. Therefore, we consider it inappropriate to develop a rigid indicator on the parking ratio.

In individual districts with more serious illegal parking problem, the Government is tackling the issue through a multi-pronged approach. On one hand, the TD conducts in-depth analysis of the supply and demand of parking spaces in the district, and looks for opportunities to increase parking spaces at suitable locations, e.g. opening up of more parking spaces at government buildings for public use during non-office hours; providing short-term tenancy car parks; and designating suitable on-street parking spaces, etc. In addition, we are working in collaboration with traffic enforcement, and deterring irresponsible behaviours of illegal parking causing traffic obstruction through the use of technology, publicity and education.

2. In general, the dimensions of parking spaces shall be provided in accordance with the dimensional standards of parking spaces stipulated in the HKPSG. To strike a balance between the size of vehicles and the space required for the parking spaces (including spaces for picking up / setting down), the dimensional standards aim at accommodating a majority of vehicles.

While reviewing the standards for parking facilities specified in the HKPSG, the TD has also re-visited the existing dimensional standards of parking spaces for different vehicle types (including PCs). The review shows that the existing dimensional standards of parking spaces remain appropriate in general. The TD will continue to closely monitor the changes in the dimensions of licensed PCs and conduct review on the dimensional standard of parking spaces when appropriate.

3. Currently, the APS projects being taken forward by the Government include the short-term tenancy (STT) sites at Hoi Shing Road in Tsuen Wan and Pak Shek Kok in Tai Po, the Joint-user Government Office Building in Area 67 in Tseung Kwan O, the project at the junction of Yen Chow Street and Tung Chau Street in Sham Shui Po, the District Open Space, Sports Centre cum Public Vehicle Park project at Sze Mei Street as well as the Joint-user Complex at the junction of Shing Tai Road and Sheung Mau Street in Chai Wan and the Joint-user Complex at Chung Kong Road in Sheung Wan.

Compared with conventional car parks, car parks with APS installed, can generally provide 30% to 100% more parking spaces within the same space. The number of additional parking spaces that could be provided depends on the system features and constraints of the projects. The

project at the STT site in Tsuen Wan can provide around 75 APS parking spaces. The project at the STT site in at Pak Shek Kok in Tai Po can provide about 50 APS parking spaces. The project at Sham Shui Po can provide around 170 APS parking spaces. The number of parking spaces to be provided under other projects are still being studied. The information above does not cover APS projects which are put forward by non-government or private organisation.

4. On-street parking spaces are provided to cater for motorists' short-term parking needs where local traffic conditions permit (i.e. where traffic flow, road safety and the loading / unloading activities of road users are not affected). In areas with a high parking demand, parking meters are installed at on-street parking spaces. At the same time, the TD has been closely monitoring the usage of on-street parking spaces. Taking into account the utilisation rates, the TD may adjust the charging period, the "longest parking period" for each transaction, and the charging rate, etc. of the concerned parking meters, in order to encourage turnover for traffic management purposes.