

TAC briefed on review of parking provisions for private housing developments and progress of Guangzhou-Shenzhen-Hong Kong Express Rail Link

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The Transport Advisory Committee (TAC) was briefed today (May 31) on a review of the standards of parking provisions for private housing developments (PHDs) and the progress of the Hong Kong section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL).

TAC Chairman, Mr Rimsky Yuen, said that members were briefed on the findings of a consultancy study commissioned by the Transport Department to review the standards of parking provisions for PHDs as set out in the Hong Kong Planning Standards and Guidelines. Members noted that similar reviews were conducted at regular intervals to ensure a better match of supply and demand in respect of car parking provisions in PHDs.

"Members agree that in the light of changing circumstances, the current parking standards for PHDs should be appropriately revised along the line as recommended in the review," Mr Yuen said.

TAC Members were also updated on the latest progress of the Hong Kong section of the XRL project. "The project will help improve connectivity between Hong Kong and the Mainland. The TAC was glad to learn that the construction of the project was progressing in good pace," said Mr Yuen.

"We also appreciate the smooth implementation of a large-scale road diversion scheme in West Kowloon to facilitate the project," Mr Yuen said. "Members noted that instead of bringing adverse impact on the traffic situation, the temporary scheme has slightly improved the traffic conditions in the area, thanks to a carefully designed scheme with constructive input from the local communities."

The Administration closed the southbound lanes of Lin Cheung Road and part of Wui Cheung Road on January 2, 2011. The traffic was diverted to a temporary road with five lanes, equivalent to the capacity of the closed roads. Tsim Sha Tsui-bound traffic from the Western Harbour Crossing now enjoys a slightly shorter route with fewer junctions. The scheme was commended by members of the Yau Tsim Mong District Council at its meeting on March 3, 2011.

TAC members were also briefed on the functions and design considerations of ventilation facilities for an underground railway system.

"TAC Members noted that continual air circulation is required within the railway stations and tunnels so as to maintain the air quality and temperature for safe operation of the railway. Ventilation facilities are also part of the emergency air circulation system, which is a crucial component of the railway emergency safety system," Mr Yuen said.

"We note that the Government and the MTR Corporation Limited (MTRCL) have been staying in close touch with the relevant District Councils concerned and the local communities, with a view to addressing their concerns. Members understand that the Government and MTRCL are also striving to enhance the design and reduce the visual impact of railway ventilation facilities by introducing green features and designs that blend in with the environment," he said.

"It is also important for the MTRCL to continue with its public education programme to enhance the public's understanding in the functions of ventilation facilities to allay their concerns. For example, MTR trains are powered by electricity and will not generate any emissions," Mr Yuen said.

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