For discussion
on 19 May 2017

Legislative Council Panel on Transport

Parking Policy

Purpose

This paper aims to brief Members on the Government's policy on provision of parking spaces, as well as measures to mitigate shortage of parking spaces.

Arrangements for Providing Parking Spaces

2. Hong Kong adopts a transport policy based on public transport with railways as the backbone. Nearly 90% of the total passenger trips are made on public transport. The surge in the size of vehicle fleet (in particular the private car fleet) in recent years has aggravated road traffic congestion and brought about an adverse impact on the community. Over the past decade, the average car journey speeds on major roads on Hong Kong Island and in Kowloon and the New Territories have decreased and are worsening[1]. The increasingly serious problem of illegal parking in busy districts not only obstructs traffic and aggravates roadside air quality, but also threatens the safety of road users.

3. The Government has always been concerned about the supply of, and demand for, parking spaces for different types of vehicles, and understands that different types of vehicles have different parking needs. For instance, private car owners need parking spaces both near their homes and around their destinations. Goods vehicles mainly operate in daytime and hence their parking needs usually arise during night time after their drivers have finished work. Coaches need parking spaces near tourist attractions during their operations, and after their drivers have finished work at night.

4. The Government provides parking spaces mainly by the following means:

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[1] In 2016, the average car journey speed in the urban area is only 20.8 km/h, with a drop of 15% as compared to the speed of 24.4 km/h in 2006.

(i) requiring private developers and Housing Authority ("HA"), etc. to provide parking spaces in their projects;

(ii) through short-term tenancy ("STT") car parks;

(iii) through multi-storey car parks under the management of the Transport Department ("TD"); and

(iv) providing on-street parking spaces.

(i) Parking spaces provided by developers and HA, etc. in their projects

Parking spaces for development projects' own use

5. The Government requires project proponents such as private developers and HA, etc. to provide parking spaces for the projects' own use in accordance with the guidelines stipulated in the Hong Kong Planning Standards and Guidelines ("HKPSG")[2]. Having regard to the specific parking requirements of various types of development projects (including private residence, public housing, community facilities, commercial, industrial and business developments, etc.), the HKPSG provides guidelines on the standards and guidance for the number of parking spaces to be provided in those developments so that there will be sufficient parking spaces for the future users of the projects. These standards are mainly formulated on the basis of the land use and scale of the development projects (including floor area, number of flats, size of flat, number of related facilities and development densities, etc.), and their distance from railway stations. The HKPSG also stipulates requirements for visitor parking spaces for individual development uses where necessary. The standards of provision in the HKPSG for parking spaces for own use in respect of some major development project categories are set out at **Annex 1**.

6. In order to meet the needs of concerned district, the TD will make reference to some other traffic and transport-related factors in the vicinity of the development projects and advise relevant departments (e.g. the Lands Department ("LandsD") which is the authority in preparing land leases) to flexibly require, within the ranges of the parking standards, the number of parking spaces for the development projects. The factors to be considered include:

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[2] The HKPSG, which is compiled by the Planning Department, provides for the scale, locational requirements and criteria of various land uses and facilities (including parking facilities).

(i) availability of public transport services in the vicinity and their scales;

(ii) availability of public car park(s) in the vicinity and their utilisation;

(iii) accessibility of pedestrian linkage to railway stations and other major public transport interchanges (including the distance and quality);

(iv) traffic conditions of local road networks (including the expected traffic condition after the completion of the development projects); and

(v) parking demand and supply condition in the vicinity.

7. The Government will review from time to time the standards and guidance in relation to the supply of parking space set out in the HKPSG and will make revisions as appropriate. The factors to be considered include utilisation of various types of parking spaces, social and economic factors affecting vehicle fleet growth, etc. In the past 15 years, the Government has updated the relevant standards and guidance six times, covering the parking provision standards of private residence, public housing, shopping arcades, hotels, office buildings and factory buildings, etc. For instance, to cater for changing circumstances, the Government revised in 2014 the guidelines concerning the provision of private car parking space, taking into account factors including the result of the consultancy entitled "Review of Parking Standards for Private Housing Developments in the Hong Kong Planning Standards and Guidelines" commissioned from 2009 to 2012, the flat sizes of various private residential housing, distances between the residential developments and railway stations, and development densities, etc.

<u>Public Parking Spaces</u>

8. Apart from requiring developers to provide parking spaces for the developments' own use, the Government, having regard to the local need, will also require developers to provide additional parking spaces for public use in suitable projects. The specific number of parking spaces required will depend on individual circumstances. Considerations include the local shortfall of parking spaces, the impact on the development project and the traffic impact on the local road network, etc. Some recent examples include:

(i) For the shopping mall portion of the Tsuen Wan 5 development projects of the Tsuen Wan West Station, apart from the provision of parking spaces (including 172 for private cars, 30 for goods vehicles and 45 for motorcycles) for own use by the development according to the HKPSG, 100 public parking spaces for private cars and 120

Mass Transit Railway ("MTR") park-and-ride parking spaces will also be provided;

(ii) For the redevelopment project of the Middle Road Car Park, apart from the provision of parking spaces (including 72 for private cars and 4 for motorcycles) for own use by the development according to the HKPSG, 345 public parking spaces for private cars and 39 for motorcycles will also be reprovisioned to meet the demand; and

(iii) For STT car park site at Lei Yue Mun Path, Kwun Tong taken back for residential development, the developer is required to provide at least 263 public parking spaces in the development.

9. In the past three years, the Government provided about 19 000 parking spaces in total for own use by the development and for public uses through 213 new development projects and redevelopment projects.

(ii) STT car parks

10. The TD and the LandsD have been identifying suitable government land which does not yet have long-term development plan and is temporarily left idle in various districts with parking demand for use as temporary fee-paying public car parks. There are a total of 185 STT car parks in Hong Kong, providing a total of about 32 200 parking spaces.

11. The layout of parking spaces of STT car parks and the types and number of vehicles that can be parked therein are generally the commercial decision of the car park tenants. Nevertheless, the Government may sometimes take into account the actual circumstances and stipulate in the tenancy agreement the ratio or the number in relation to the types of individual vehicle types that can be parked, so as to meet the local parking demand of specific types of vehicles (such as goods vehicles). For instance, the Government has stipulated in the tenancy agreement of the STT car park on Wong Tai Sin Road in Wong Tai Sin a requirement that only buses, minibuses and goods vehicles are allowed to use the car park.

12. In recent years, some STT car parks have been gradually taken back for other long-term development. The TD has been monitoring the local parking demand and, when necessary, requesting the assistance of the LandsD to identify other suitable vacant sites as alternative STT car parks to offset the relinquished parking spaces as far as possible. Given the rapid pace of development in recent years, many districts are running out of suitable alternative temporary sites. Moreover, the Harbourfront Commission objects in principle to the granting of new or the renewal of old tenancy agreements of STT car parks near the harbourfront, on the grounds that the land use of STT car

parks is not compatible with the harbourfront. In addition, the extensive area of the Harbourfront[3] covering 74 existing STT car parks has added difficulty to the work on this front. From 2013 to 2016, the number of STT car parks dropped from 211 to 185, and the number of parking spaces from 33 400 to 32 200. We estimate that about another 40 STT car parks (involving approximately 8 500 parking spaces) will have to be taken back for long-term development in the coming five years. The TD will maintain close contact with the LandsD to identify suitable sites for use as alternative STT car parks as far as possible.

(iii) Multi-storey car parks under TD

13. There are currently 12 multi-storey public car parks under the TD, providing a total of about 5 200 parking spaces for private cars and 780 for motorcycles. Since the majority of the government multi-storey public car parks are located on sites mainly used for parking, those developments serve few other purposes (e.g. they do not include shopping arcades or office buildings), and are therefore not the usual destinations of motorists. As such, these car parks were not highly utilised in the early years, in particular, during economic downturns.

14. In recent years, the growth in vehicle fleet size far exceeds that in the number of parking spaces, resulting in higher utilisation of various government multi-storey public car parks than before. Since the car parks are distributed across different commercial districts and residential districts, the peak hours of the car parks differ in that some may appear during daytime and some during night-time. In February 2017, the average daytime and night-time utilisation rates of government multi-storey public car parks were 75% and 60% respectively. A table showing the average utilisation rates of individual government multi-storey public car parks in February 2017 is at **Annex 2**.

15. When there are development needs or needs to cater for other works project, the Government has to cease the operation of government multi-storey public car parks within the area of individual development projects. The Government will first conduct a traffic impact assessment before the closure of a carpark to study the impact of the closure on parking spaces in the vicinity. The traffic impact assessment will contain proposal to provide sufficient parking spaces for the developments’ own use in future, as well as public parking spaces when necessary to re-provision some of the relinquished public parking spaces. For example, the Murray Road Multi-storey Car Park currently provides 388

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[3] The Habourfront area covers districts from Yau Tong to Tsing Yi, and from Shau Kei Wan to Kennedy Town.

public parking spaces for private cars and 55 for motorcycles. For the redevelopment plan of the Murray Road Multi-storey Car Park, the Government engaged a consultant to conduct traffic assessment. Having regard to such factors as the usage of public parking spaces in the vicinity and the growth of traffic flow, it is suggested that at least 102 public parking spaces for private cars and 69 for motorcycles should be provided in the redevelopment project of the Murray Road Multi-storey Car Park to meet the local parking demand. In addition, in accordance with the HKPSG and the development parameters of the redevelopment project, the concerned departments will request the developer to provide additional parking spaces in the redevelopment project to meet the parking demand generated from the redevelopment project itself.

16. At present, the Government mainly provides parking spaces in private development projects in various districts through the Land Sale Programme in order to reduce the demand for government multi-storey public car parks. In addition, land resources in Hong Kong are limited. Generally speaking, sites suitable for multi-storey car park uses also have the potential for other development purposes. Integrating public parking spaces into development projects is the best means to maximise the use of land and bring the most benefit to the community as a whole. This notwithstanding, we will actively identify suitable locations for constructing new stand-alone multi-storey public car parks, taking into account such factors as the demand and supply situation of parking spaces in the district, the anticipated utilisation rate of the multi-storey car park, the traffic impact of the multi-storey car park on local traffic, as well as the level of public support for the proposed car park.

(iv) On-street parking spaces

17. The Government's existing policy is to provide parking spaces in development projects as far as possible in order to reduce the possible traffic impact brought about by the designation of on-street parking spaces. However, for individual locations with parking demand, we will consider providing on-street parking spaces to cater for drivers' short-term parking needs. In designating on-street parking spaces, the TD will ensure that traffic flow, road safety and the loading and unloading activities of other road users (including passengers of various road-based public transport) will not be affected. At some locations with higher on-street parking demand, the TD will install parking meters to facilitate turnover of the parking spaces for use by more drivers. There are currently about 18 000 metered parking[4] spaces and 15 680 non-metered on-street parking spaces, i.e. a total of 33 680 on-street parking spaces.

[4] Metered time mostly falls between 8:00 am to 12:00 midnight from Monday to Saturday; and between 10:00 am to 10:00 pm on Sundays and public holidays.

In the past three years, the TD has provided about 900 additional on-street parking spaces (including metered and non-metered ones).

Number of Vehicles and Present Situation of Parking Spaces

18. In the ten years between 2006 and 2016, the number of vehicles increased continuously. The total number of licensed vehicles increased from about 553 000 to about 746 000, with a growth rate of 35% and an average annual growth rate of 3% (and 3.8% for private cars[5]). During the same period, due to land and environmental constraints, etc., the average annual growth rate of the total length of public road was merely 0.6%, which was far below the growth of vehicles. In the same period, the total number of parking spaces for various types of vehicles increased from about 678 000 in 2006 to about 743 000 in 2016, representing a growth rate of 9.5%, which was below the rate of increase of licensed vehicles. Therefore, the overall ratio of parking spaces/vehicles in the period also dropped from 1.32 to 1.05. The number of various types of vehicles and their parking spaces, as well as the ratio of the respective number of parking spaces to the number of vehicles in the past ten years are tabulated in **Annex 3**. The geographical distribution of various types of parking spaces is tabulated in **Annex 4**.

(i) Commercial Vehicles

19. Commercial vehicles[6] serve the function of carrying passengers and goods and have practical need for parking spaces in their daily operations. They have been playing an important role in the logistics industry, tourism industry, as well as the overall economy and are not replaceable by other public transport.

20. In the past decade, the number of commercial vehicles slightly decreased by 7% from about 77 700 in 2006 to about 72 100 in 2016. For commercial vehicles, the number of parking spaces marginally increased by 0.9% from about 47 800 to about 48 200, while the ratio of commercial vehicle parking spaces to such vehicles increased from 0.61 to 0.67 during the same

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[5] For the purpose of this document, as van-typed light goods vehicles may also be parked at private car parking spaces, they are included in the reference to "private car" as well. If we consider private cars only, their growth during the period (2006 to 2016) is 49%, and the average annual growth rate is 4%.

[6] Including light goods vehicles, medium goods vehicles, heavy goods vehicles, coaches and public non-franchised buses, but excluding van-type light goods vehicles as they may also be parked at private car parking spaces.

period. It should be noted that since some of the commercial vehicles operate during night-time, operate and park on the Mainland, or park at non-designated parking spaces (including brownfield sites in the New Territories), the actual shortage of parking spaces is not as serious as depicted by the figures. Changes in the number of commercial vehicles and their parking spaces in the past decade are shown in **Annex 5**. Nonetheless, the shortage of parking spaces for commercial vehicles is becoming more serious owing to a number of developments, including many STT car parks have to be taken back for long-term development, industrial development projects which traditionally provide parking spaces for commercial vehicles are rare, and the development of the brownfield sites in the New Territories (see paragraph 30 below).

(ii) Private cars

21. The past decade saw a substantial growth in the number of licensed private cars [7] from about 402 000 in 2006 to about 584 000 in 2016, representing a percentage gain of 45% (average annual growth rate of 3.8%). On the other hand, the number of parking spaces for private cars merely increased by 9.0% from about 607 000 to about 662 000. The ratio of private car parking spaces to such vehicles decreased from 1.51 in 2006 to 1.13 in 2016. Changes in the numbers of private cars and parking spaces for such vehicles in the past decade are shown in **Annex 6**. Since a private car requires parking spaces both at the home-end and destination-end, a private car needs more than one parking space on average. The decrease in the ratio of private car parking spaces to such vehicles thus indicates an aggravating shortage of parking spaces for private cars.

Measures to Mitigate the Shortage of Parking Spaces

(i) Parking spaces for commercial vehicles

22. **The Government's current policy in the provision of parking spaces is to accord priority to considering and meeting the parking demand of commercial vehicles.** To address the shortage of parking spaces for commercial vehicles, the Government has actively rolled out various immediate measures in order to provide more parking spaces as soon as possible. A consultancy study on commercial vehicle parking will commence this year to formulate measures for meeting the parking demand of commercial vehicles.

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[7] Include van-type light goods vehicles. If we consider private cars only, their growth during the period (2006 to 2016) is 49%.

Measures being implemented

23. Public car park provided in development projects, whether above ground or underground, used to be accounted for in the calculation of the gross floor area ("GFA") of development projects. As such, developers were generally reluctant to provide public parking spaces to avoid reducing the available floor areas for other uses. To provide incentives to encourage developers to provide underground public parking spaces, the Buildings Departments ("BD") revised its guidelines in March 2017. Subject to the compliance with certain criteria, underground public carparks in private developments may be granted 100% GFA concession.

24. The Government has also launched a series of immediate measures to improve the supply of parking spaces for commercial vehicles as follow:

(i) the TD launched a scheme for increasing on-street night-time parking spaces for commercial vehicles in 2016. Suitable on-street locations, particularly those available for loading and unloading in day time, are designated as night-time parking spaces for goods vehicles and coaches. The scheme also includes the designation of certain on-street private car parking spaces for night-time parking of goods vehicles and coaches while maintaining their use as private car parking spaces during day time (i.e. dual use parking spaces). The scheme has already recommended more than 300 night-time parking spaces, with 80 already come into service. As for the remaining proposals, the relevant district councils/local communities are being consulted and works are being arranged;

(ii) for new STT car parks or when the STTs of existing car parks are renewed, the LandsD are requested to impose conditions stipulating the provision of a minimum number of parking spaces for goods vehicles and coaches at the concerned car parks. Under such an arrangement, a total of 16 STT car parks are currently required to provide parking spaces for commercial vehicles in accordance with their tenancy conditions. This measure has provided a total of 1 000 parking spaces for commercial vehicles, amongst which 815 in 13 STT car parks are requested by the TD in the past three years; and

(iii) the TD has strived to provide more parking spaces and picking up/setting down facilities for coaches. In the past three years, TD has provided 83 on-street parking spaces (including 10 night-time on-street parking spaces) and 7 picking up/setting down facilities for coaches in the territory.

25. The TD will continue to identify suitable locations to provide more night-time parking spaces for commercial vehicles. During the site search, the TD has to consider a host of factors including: road safety; road capacity; impact on road users; local demand for parking spaces; views of local residents; and views of the transport trade on operation hours and locations, etc.

26. Nevertheless, during the consultation on providing more night-time parking spaces for commercial vehicles, the TD often encountered objections from local communities (including the District Councils, residents and shop owners in the vicinity, etc.). The specific reasons raised by the local communities are as follows:

(i) concerns that night-time parking spaces for commercial vehicles could draw many heavy goods vehicles to the district, causing nuisance and traffic chaos;

(ii) the height of commercial vehicles could give rise to security issues;

(iii) shop owners at tourist attractions object to the parking of heavy vehicles near their shops;

(iv) concerns about the adverse impact on the business of private car parks, especially when there are often vacant parking spaces for commercial vehicles in nearby car parks;

(v) counter-proposal to designate as private car parking spaces, especially in relation to dual use parking spaces, because part of the local community is more concerned about the shortage of parking spaces for private cars; and

(vi) concerns on the impact on picking up/setting down of passengers and loading/unloading of goods.

With more understanding and support of the local communities towards our proposal, the work in relation to providing more parking spaces for commercial vehicles could be facilitated, and the community as a whole will benefit as well.

<u>The Next Step</u>

27. The TD will commence a two-year consultancy study on the parking for commercial vehicles in 2017. An in-depth study will be conducted on the parking and loading/unloading needs of commercial vehicles in various districts, and to identify potential development projects for provision of parking spaces for commercial vehicles, in order that the supply and demand at the district level

can be assessed. The study will examine in detail the situation in individual districts with a view to formulating appropriate measures.

28. To complement the study, the TD has initially identified a number of options for increased provision of parking spaces for commercial vehicles, including provision of parking spaces for goods vehicles and coaches in the following development projects, and other facilitating measures, and will further examine and analyse their feasibility in the consultancy study:

(i) Government, institution and community development projects under planning;

(ii) private commercial development projects (and residential development projects with considerable commercial floor spaces) under planning;

(iii) public housing development projects;

(iv) underground spaces of public open space;

(v) multi-storey public car parks available for use by commercial vehicles; and

(vi) encouraging property owners to apply for changing the use of loading/unloading spaces to allow night-time parking of goods vehicles and coaches.

29. It is anticipated that most of these measures require joint deliberation by relevant bureaux and departments and considerations have to be given to individual projects. Subject to the study results and after reaching community consensus, we will take forward these measures and, where appropriate, revise the standards for parking spaces and loading/unloading spaces for commercial vehicles in the HKPSG.

30. As regards container vehicles, since the majority of them are currently parked at port back-up land or brownfield sites in the New Territories, and some operate on the Mainland, the supply of, and demand for, parking spaces for container vehicles are largely stable. However, the continuous city development may require the resumption of certain brownfield sites to release their land potential. The Development Bureau/Planning Department is conducting a Study on Existing Profile and Operations of Brownfield Sites in

the New Territories[8]. Taking into account and using the data obtained in the study, the TD will commence a timely study on the parking of container vehicles.

(ii) Parking spaces for private cars

31. The Government's transport policy is to encourage the use of public transport as far as possible, and to expand the public transport capacity as well as enhancing services as necessary in accordance with the demand of the public and pace of development of each district. Our aim is to facilitate the public to use the public transport system. In fact, Hong Kong has a comprehensive public transport network, with nearly 90% of the passenger trips (or some 12 million in total) made through the public transport system every day. We nevertheless understand that some members of the public choose to commute by private car for various reasons. The Government will provide an appropriate number of parking spaces for private cars if the overall development permits, but at the same time not to attract passengers to opt for private cars in lieu of public transport, thereby aggravating the road traffic congestion.

32. To alleviate the shortage of parking spaces for private cars, we must adopt a three-pronged approach. <u>Firstly, we must control the speed of private car fleet growth.</u> Like other major cities, Hong Kong cannot build roads and car parks continuously to match the private car growth at all costs. In the Hong Kong 2030+ Study on development strategies, the Government has already pointed out that doing so will exert pressure on land development in the long term and is unsustainable. This is a problem faced by other major cities as well. The Government is hence taking forward progressively the host of measures recommended earlier by the Transport Advisory Committee to ease road traffic congestion. These measures include those for controlling private car fleet growth, such as fiscal measures of increasing the first registration tax and annual licence fee for private cars. Other major cities such as Singapore and Beijing have put in place vehicle quota systems of different strengths. In Tokyo, the law requires that a person who intends to purchase a car must first produce certificate of availability of parking space within two kilometres of his/her place of residence before the purchase can proceed. Nonetheless, to effectively control the growth in the number of private cars at a reasonable level,

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8 The purpose of the study is to establish a comprehensive profile of brownfield sites including the distribution and uses of brownfield sites in the New Territories, in order to facilitate the Government to formulate appropriate policies for tackling brownfield sites, including devising appropriate planning and consolidation strategy for brownfield sites in different areas, and exploring feasible and viable measures to accommodate brownfield operations still needed locally, with a view to achieving the objectives of optimising land utilisation, releasing brownfields' potential and improving the rural environment.

we need the support of the Legislative Council and the public so that relevant legislative amendments can be implemented. This challenges the compromises to be made and the policy wills of our society.

33. <u>Secondly, we will increase the number of parking spaces for private cars.</u> However, it is often difficult to identify plenty of suitable land for building car parks. The construction of car parks, especially underground ones, often incurs substantial construction and operating costs. Moreover, the continuous provision of additional parking spaces will encourage the public to purchase and use private cars, thereby stimulating further growth of the private car fleet and aggravating the road traffic congestion. In fact, the limited land resources in Hong Kong do not permit the Government to endlessly provide additional parking spaces to cope with the continuously high private car fleet growth. Thus, before making their decisions to purchase private cars, the public should first ensure that there are suitable parking spaces for parking their cars.

34. <u>Thirdly, private car drivers need to change their travel pattern.</u> Given the comprehensive public transport system in most of the busy districts in Hong Kong, motorists should consider the availability of parking spaces at the destination before heading to these districts. When going to destinations with tight supply of parking spaces (such as Tsim Sha Tsui, Causeway Bay and Central, etc.), motorists should consider taking public transport or parking at districts near their destinations and then change to public transport instead.

35. To address the public demand for private car parking spaces, when making recommendation to the concerned departments on the number of parking spaces required for new development/redevelopment projects in accordance with the HKPSG, the TD will consider applying flexibly the higher end within the range of parking standard[9], having regard to the traffic and transport related factors in the vicinity of the development project.

36. Moreover, as mentioned in paragraph 23 above, the BD has already revised its guidelines this year: for private development projects, the underground public car parks will be granted 100% GFA concessions subject to compliance with certain requirements. The TD will leverage on the guidelines as far as possible and propose the inclusion of terms in suitable new development or redevelopment projects requiring the developers to provide a certain amount of public parking spaces.

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[9] For instance, for residential developments in districts with insufficient parking spaces, within the Global Parking Standard of 1 parking space per 6 to 9 flats, a higher standard closer to 1 parking space per 6 flats is adopted as far as possible.

37. We will also study making available more parking facilities of government office buildings during non-office hours as public parking spaces. In case of serious shortfall of parking spaces for private cars in a particular district, we will consider the feasibility of providing parking spaces for private cars in future commercial vehicle multi-storey public car parks taking into account the factors mentioned in paragraph 16 above. But we must emphasise that the endless growth of private car fleet is not sustainable, and we can only strive to provide parking spaces for private cars wherever practicable.

<u>Facilitating Measures</u>

38. The Government has been taking forward the following measures to facilitate better parking space utilisation by motorists.

(i) Parking vacancy information

39. To keep motorists informed of real-time parking vacancies near their destinations so that they do not need to circulate on roads in nearby areas looking for available parking spaces, thus aggravating traffic congestion, the TD has updated its "Hong Kong eRouting" mobile application since 2016 to disseminate real-time parking information of over 50 car parks (including all car parks managed by the TD) to facilitate motorists to find parking spaces. The TD will also continue to encourage other car park operators to upload their parking vacancy information to the Government's public sector information portal "Data.Gov.HK" for disseminating their car parking information and parking vacancy data.

(ii) Park and Ride ("PnR")

40. Since 1997 when the TD collaborated with Kowloon-Canton Railway Corporation to launch a trial PnR Scheme at Choi Yuen Road, Sheung Shui, we have been encouraging motorists to switch to public transport at strategic locations, using stations along the railway as the transport hubs. The scheme is well-received among motorists. In addition to relieving the parking demand at central business districts, the scheme helps reduce road traffic and hence relieves traffic congestion along the main corridors and improves the environment.

41. Ongoing discussions are held between the Government and the MTR Corporation Limited to use existing and new railway stations as hubs and expand the PnR facilities to Hong Kong Station Car Park, Kowloon Station Car Park, Tsing Yi Station Car Park, Kam Sheung Road Station Car Park, Ocean Park Staion Car Park, Olympian City 1 Car Park, East Point City Car Park, Ping

Shek PnR Complex, Hung Hom Station Car Park, Sheung Shui PnR Public Carpark, Wu Kai Sha Station Car Park and Tuen Mun Station Car Park.

42. The Link Asset Management Limited ("the Link") has also joined the PnR Scheme since June 2016. Since then, customers can enjoy one of the following PnR offers when parking their vehicles from 6:00 am to 7:29 pm every Monday to Friday (excluding public holidays) at certain Link's shopping centre car parks (namely Long Ping Car Park D, Tin Shing Car Park A, Yu Chui Shopping Centre Car Park, Temple Mall North Car Park, Temple Mall South Car Park, Wong Tai Sin SC Lower II Car Park, Kai Tin Shopping Centre Car Park, Lok Fu Market Car Park and Lok Fu UNY Car Park) and then ride the MTR:

(i) get 1 hour of free parking for 3 hours of parking;
(ii) get 3 hours of free parking for 6 hours of parking; and
(iii) get as many as 7 hours of free parking for 10 hours of parking.

(iii) New Parking Meter System Trial Scheme

43. Currently, motorists can only pay for on-street parking spaces by Octopus Card in person at the parking meters. To tie in with the replacement by a new generation of parking meters and facilitate the use of on-street parking spaces by motorists, the Government is taking forward the New Parking Meter System Trial Scheme. A new generation of parking meters with new features and functions will be considered for introduction, and various payment methods will be tested, including the use of payment by phone platform for payment of parking meter fees.

Advice Sought

44. Members are invited to note the Government's parking policy of according priority to meeting the parking need of commercial vehicles, and comment on the Government's measures for easing parking space shortage.

Transport Department
Transport and Housing Bureau
May 2017

<u>Annex 1</u>

Standards of Provision of Parking Spaces for Own Use of the Development as Stipulated in the Hong Kong Planning Standards and Guidelines

<table>
<tr><th>Type of development</th><th>Parking standards</th></tr>
<tr><td>1. Subsidised housing</td><td>
Provision ratio of private car parking spaces:
Private car parking requirement = GPS x R1 x R2
<table>
<tr><td colspan="2">Global Parking Standard (GPS)</td><td>1 car space per 6-9 flats</td></tr>
<tr><td>Demand Adjustment Ratio (R1)</td><td>All subsidised housing</td><td>0.23</td></tr>
<tr><td rowspan="2">Accessibility Adjustment Ratio (R2)</td><td>Within a 500m-radius of rail station</td><td>0.85</td></tr>
<tr><td>Outside a 500m-radius of rail station</td><td>1</td></tr>
</table>

Provision ratio of light goods vehicle (“LGV”) parking spaces:
1 LGV parking space per 200-600 flats.

Provision ratio of medium goods vehicle parking spaces:
No fixed standard. To utilise estate commercial centre loading/unloading bays for overnight parking in estates.

Provision ratio of motorcycle parking spaces:
1 motorcycle parking space per 110-250 flats excluding one person/two persons flats as well as non-residential elements.
</td></tr>
<tr><td>2. Private housing</td><td>
Provision ratio of private car parking spaces:
Private car parking requirement = GPS x R1 x R2 x R3
<table>
<tr><td colspan="3">Global Parking Standard (GPS)</td><td>1 car space per 6-9 flats</td></tr>
<tr><td rowspan="6">Demand Adjustment Ratio (R1)</td><td rowspan="6">Flat Size (“FS”) (m^2)</td><td>FS ≤ 40</td><td>0.4</td></tr>
<tr><td>40 < FS ≤ 70</td><td>0.7</td></tr>
<tr><td>70 < FS ≤ 100</td><td>2.1</td></tr>
<tr><td>100 < FS ≤ 130</td><td>5.5</td></tr>
<tr><td>130 < FS ≤ 160</td><td>7.5</td></tr>
<tr><td>FS > 160</td><td>9.5</td></tr>
<tr><td rowspan="2">Accessibility Adjustment Ratio (R2)</td><td colspan="2">Within a 500m-radius of rail station</td><td>0.75</td></tr>
<tr><td colspan="2">Outside a 500m-radius of rail station</td><td>1</td></tr>
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<tr><td></td><td>
<table>
<tr><td rowspan="5">Development Intensity Adjustment Ratio (R3)</td><td rowspan="5">Plot Ratio (PR)</td><td>$0.00 < PR \leq 1.00$</td><td>1.30</td></tr>
<tr><td>$1.00 < PR \leq 2.00$</td><td>1.10</td></tr>
<tr><td>$2.00 < PR \leq 5.00$</td><td>1.00</td></tr>
<tr><td>$5.00 < PR \leq 8.00$</td><td>0.90</td></tr>
<tr><td>$PR > 8.00$</td><td>0.75</td></tr>
</table>
Provision ratio of visitor parking spaces:
For a block with more than 75 units, 1-5 additional visitor spaces per block, or as determined by the Authority.
Provision ratio of motorcycle parking spaces:
1 motorcycle parking space per 100-150 flats excluding non-residential elements.
</td></tr>
<tr><td>3. Education</td><td>
Provision ratios of private car parking spaces:
<table>
<tr><td>Primary schools</td><td>1 car parking space for every 4 to 6 classrooms.</td></tr>
<tr><td>Secondary schools and technical institutes</td><td>1 car parking space for every 3 to 4 classrooms.</td></tr>
</table>
Provision ratio of motorcycle parking spaces
5 to 10% of the total provision for private cars.
</td></tr>
<tr><td>4. Hospitals</td><td>
Provision ratio of private car parking spaces:
1 car parking space per 3 to 12 beds.
Provision ratio of motorcycle parking spaces:
5 to 10% of the total provision for private cars.
</td></tr>
<tr><td>5. Retail</td><td>
Provision ratio of private car parking spaces:
<table>
<tr><td>Zone 1 areas[1]</td></tr>
<tr><td>1 car space per 200-300 m^2 gross floor area (GFA).</td></tr>
<tr><td></td></tr>
</table>
</td></tr>
</table>

[1] Zone 1 areas cover residential developments at the highest density and apply to districts well served by high capacity public transport systems such as rail stations or other major transport interchanges. The buildings often incorporate a significant component of commercial floorspace on the lower one to three floors.

<table>
<tr><th>Type of development</th><th>Parking standards</th></tr>
<tr><td></td><td>
<table>
<tr><td colspan="2">Zones 2 and 3 areas[2]:</td></tr>
<tr><td>For the first 2 000m^2 GFA</td><td>1 car space per 40-50 m^2 GFA.</td></tr>
<tr><td>For the remaining GFA</td><td>1 car space per 150-200 m^2 GFA.</td></tr>
</table>
Provision ratio of motorcycle parking spaces:
5 to 10% of the total provision for private cars.
</td></tr>
<tr><td>6. Offices</td><td>
Provision ratio of private car parking spaces:
<table>
<tr><th>GFA</th><th>Provision ratio of parking spaces</th></tr>
<tr><td>For the first 15 000m^2 GFA</td><td>1 car space per 150-200 m^2 GFA.</td></tr>
<tr><td>For the remaining GFA</td><td>1 car space per 200-300 m^2 GFA.</td></tr>
</table>
Provision ratio of motorcycle parking spaces:
5 to 10% of the total provision for private cars.
</td></tr>
<tr><td>7. Hotels</td><td>
Provision ratio of private car parking spaces:
<table>
<tr><td rowspan="2">Main urban areas and new towns</td><td>1 car space per 100 rooms.</td></tr>
<tr><td>For hotels with conference and banquet facilities:
0.5-1 car space per 200m^2 GFA of conference and banquet facilities.</td></tr>
<tr><td rowspan="2">Other areas</td><td>Not less than 1 car parking space for every 10 rooms.</td></tr>
<tr><td>For hotels with conference and banquet facilities:
2-5 car spaces per 200m^2 GFA of conference and banquet facilities</td></tr>
</table>
Provision ratio of single-deck tour bus parking spaces:
<table>
<tr><td>Main urban areas and new towns</td><td>-</td></tr>
<tr><td>Other areas</td><td>Not less than 1 single-deck tour bus parking space for every 200 rooms.</td></tr>
</table>
</td></tr>
</table>

[2] Zone 2 areas cover developments at a medium density and apply in locations less well served by high capacity public transport systems. There is usually no commercial floorspace component. Zone 3 areas cover residential developments at the lowest density and apply to districts with very limited public transport capacity or subject to special constraints for urban design, traffic or environmental reasons.

Type of development	Parking standards
	Provision ratio of motorcycle parking spaces: 5 to 10% of the total provision for private cars.
8. Industrial use	**Provision ratio of private car parking spaces:** 1 per 1 000-1 200m^2 GFA. **Provision ratio of motorcycle parking spaces:** 5 to 10% of the total provision for private cars.

Remarks:
The standards tabulated above regarding the provision of parking spaces for major types of development are extracted from Table 11 of Chapter 8 of the Hong Kong Planning Standards and Guidelines. Table 11 also sets out the parking standards and related guidelines for other types of developments.

Annex 2

Utilisation Rates of Parking Spaces Provided by Public Car Parks Managed by the Transport Department (as at February 2017)

Car park	**No. of parking spaces**[1]	**Average utilisation rate**		
		Daily	**Day-time (0800–2300)**	**Night-time (2300-0800)**
Star Ferry Car Park	417	48%	65%	16%
City Hall Car Park	197	37%	47%	15%
Murray Road Car Park	443	48%	57%	29%
Rumsey Street Car Park	983	67%	75%	52%
Tin Hau Car Park	504	76%	80%	68%
Shau Kei Wan Car Park	458	83%	85%	83%
Aberdeen Car Park	344	76%	71%	84%
Yau Ma Tei Car Park	846	65%	74%	48%
Sheung Fung Street Car Park, Wong Tai Sin	342	86%	84%	90%
Kwai Fong Car Park	645	73%	73%	72%
Tsuen Wan Car Park	579	87%	89%	84%
Kennedy Town Car Park	232	79%	81%	77%
Total	**5 990**	**70%**	**75%**	**60%**

[1] The numbers of parking spaces include parking spaces for private cars, van-type LGVs and motorcycles.

Annex 3

No. of Vehicles with Valid Licences and No. of Parking Spaces from 2006 to 2016

Year	Private Cars (including van-type LGVs)			Motorcycles			Goods Vehicles (excluding van-type LGVs)			Coaches and Public Non-franchised Buses			Total (excluding Other Classes of Vehicles)			Other Classes of Vehicles[3]	Total Number of Vehicles
	Vehicles	Parking Spaces	Ratio [1]	Vehicles	Parking Spaces	Ratio [1]	Vehicles	Parking Spaces	Ratio [1]	Vehicles	Parking Spaces	Ratio [1]	Vehicles	Parking Spaces[2]	Ratio[1]		
2006	401 692	607 411	1.51	35 915	23 055	0.64	70 466	44 592	0.63	7 268	3 172	0.44	515 341	678 230	1.32	37 639	552 980
2007	413 310	613 191	1.48	37 065	24 007	0.65	69 648	45 721	0.66	7 321	3 911	0.53	527 344	686 830	1.30	37 727	565 071
2008	424 393	617 732	1.46	37 599	25 065	0.67	68 019	45 020	0.66	7 348	4 235	0.58	537 359	692 052	1.29	37 747	575 106
2009	435 016	631 462	1.45	37 577	26 428	0.70	66 225	44 859	0.68	7 353	4 915	0.67	546 171	707 664	1.30	37 899	584 070
2010	456 992	632 824	1.38	37 967	27 031	0.71	67 431	44 964	0.67	7 366	4 756	0.65	569 756	709 575	1.25	38 040	607 796
2011	478 364	631 976	1.32	38 577	27 924	0.72	67 683	44 516	0.66	7 363	5 366	0.73	591 987	709 782	1.20	38 294	630 281
2012	500 064	641 961	1.28	39 706	30 328	0.76	67 389	43 341	0.64	7 384	4 965	0.67	614 543	720 595	1.17	38 467	653 010
2013	523 723	643 785	1.23	41 706	30 853	0.74	69 085	43 175	0.62	7 438	5 218	0.70	641 952	723 031	1.13	38 962	680 914
2014	542 202	645 837	1.19	44 330	30 698	0.69	66 358	43 782	0.66	7 488	5 395	0.72	660 378	725 712	1.10	39 162	699 540
2015	569 428	649 187	1.14	47 523	31 273	0.66	64 490	41 972	0.65	7 493	5 251	0.70	688 934	727 683	1.06	39 329	728 263
2016	584 130	661 931	1.13	49 864	32 821	0.66	64 610	43 017	0.67	7 522	5 169	0.69	706 126	742 938	1.05	39 551	745 677
Overall Change	+182 438	+54 520		+13 949	+9 766		-5 856	-1 575		+254	+1 997		+190 785	+64 708		+1 912	+192 697
	+45.4%	+9.0%		+38.8%	+42.4%		-8.3%	-3.5%		+3.5%	+63.0%		+37.0%	+9.5%		+5.1%	+34.9%
Compound Annual Growth Rate	+3.8%	+0.9%		+3.3%	+3.6%		-0.9%	-0.4%		+0.3%	+5.0%		+3.2%	+0.9%		+0.5%	+3.0%

Note:

1 The ratio of the number of vehicles to the number of parking spaces.

2 The total numbers of parking spaces include the parking spaces for private cars, motorcycles, LGVs, medium goods vehicles, heavy goods vehicles and public non-franchised buses. The parking spaces for taxis, franchised buses, public light buses, private light buses, special purpose vehicles and government vehicles are excluded from the calculation because most of them should be parked at depots, bus stops within public transport termini as well as stands. As regards taxis, they generally operate on the road round the clock and their parking demand is mainly for short duration stay.

3 Other classes of vehicles include taxis, public light buses, private light buses, franchised buses, special purpose vehicles and Government vehicles.

Annex 4

No. of Parking Spaces by Vehicle Class and District in Hong Kong (as at December 2016)

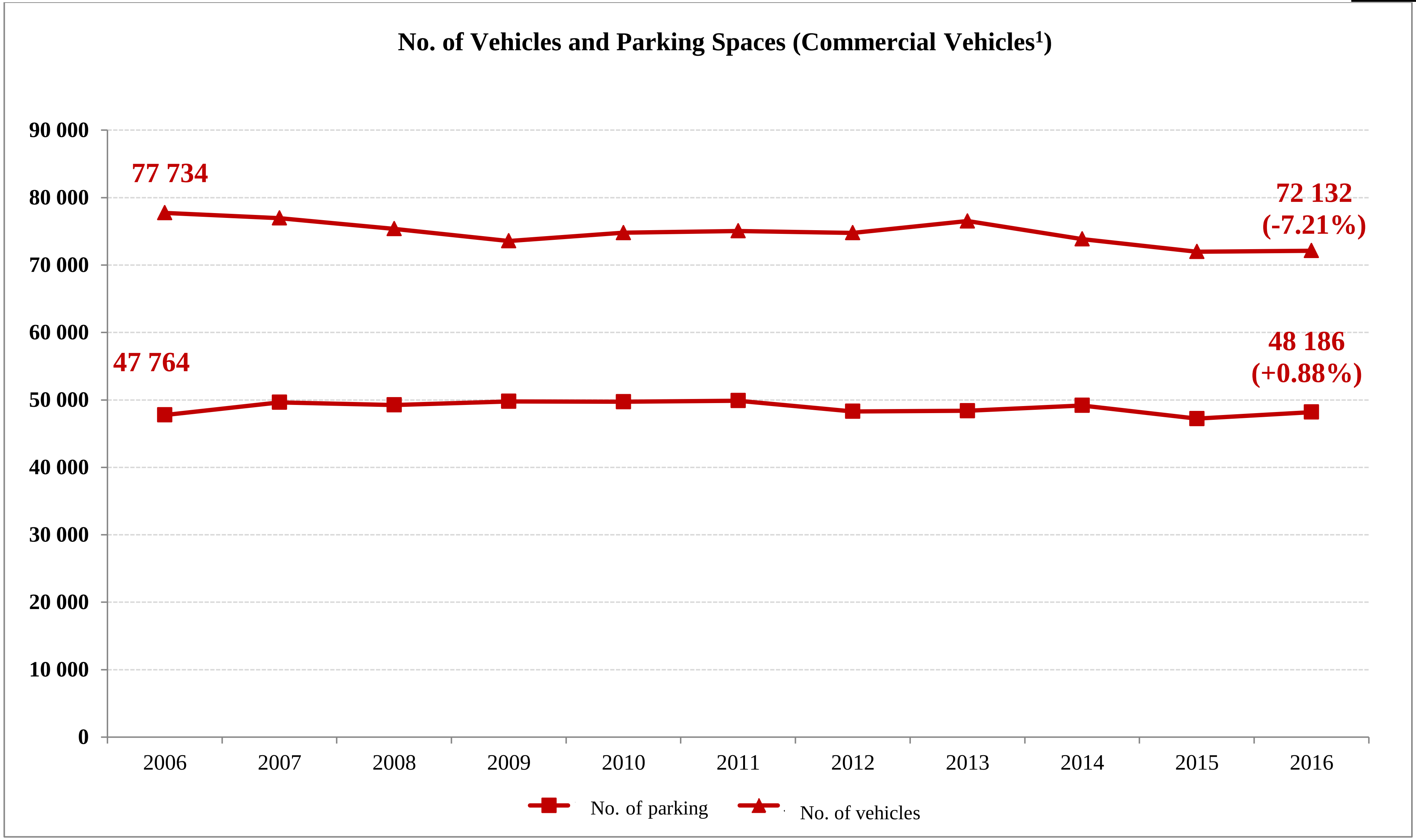
District	Motorcycles	Private cars[1]	LGVs[2]	Medium/heavy goods vehicles	Container vehicles	Coaches and non-franchised buses	Total[3]
Central & Western	1 336	38 712	1 002	199	22	82	**41 353**
Wan Chai	1 015	34 974	87	55	-	116	**36 247**
Eastern	2 469	48 582	1 512	643	30	385	**53 621**
Southern	1 810	38 752	894	307	3	279	**42 045**
Yau Tsim Mong	1 938	32 250	2 168	245	29	266	**36 896**
Sham Shui Po	1 800	28 308	2 257	765	166	472	**33 768**
Kowloon City	1 731	48 474	1 274	392	2	834	**52 707**
Wong Tai Sin	2 211	21 047	1 187	102	2	136	**24 685**
Kwun Tong	3 769	45 700	2 867	1 462	65	353	**54 216**
Tsuen Wan	1 229	34 980	1 266	569	84	396	**38 524**
Tuen Mun	1 613	39 884	1 488	849	178	171	**44 183**
Yuen Long	1 550	39 610	1 365	457	194	328	**43 504**
North	778	21 470	1 330	451	52	79	**24 160**
Tai Po	955	28 245	957	346	5	141	**30 649**
Sai Kung	2 737	38 683	997	535	29	373	**43 354**
Sha Tin	2 768	70 329	2 036	619	57	213	**76 022**
Kwai Tsing	2 614	35 452	2 901	3 514	4 170	321	**48 972**
Islands	498	16 479	182	614	33	226	**18 032**
Total	**32 821**	**661 931**	**25 770**	**12 124**	**5 121**	**5 171**	**742 938**

Note:

1 Private car parking spaces can be used by private cars, taxis as well as van-type LGVs, LGVs and light buses with such sizes that can be accommodated within the private car parking spaces.

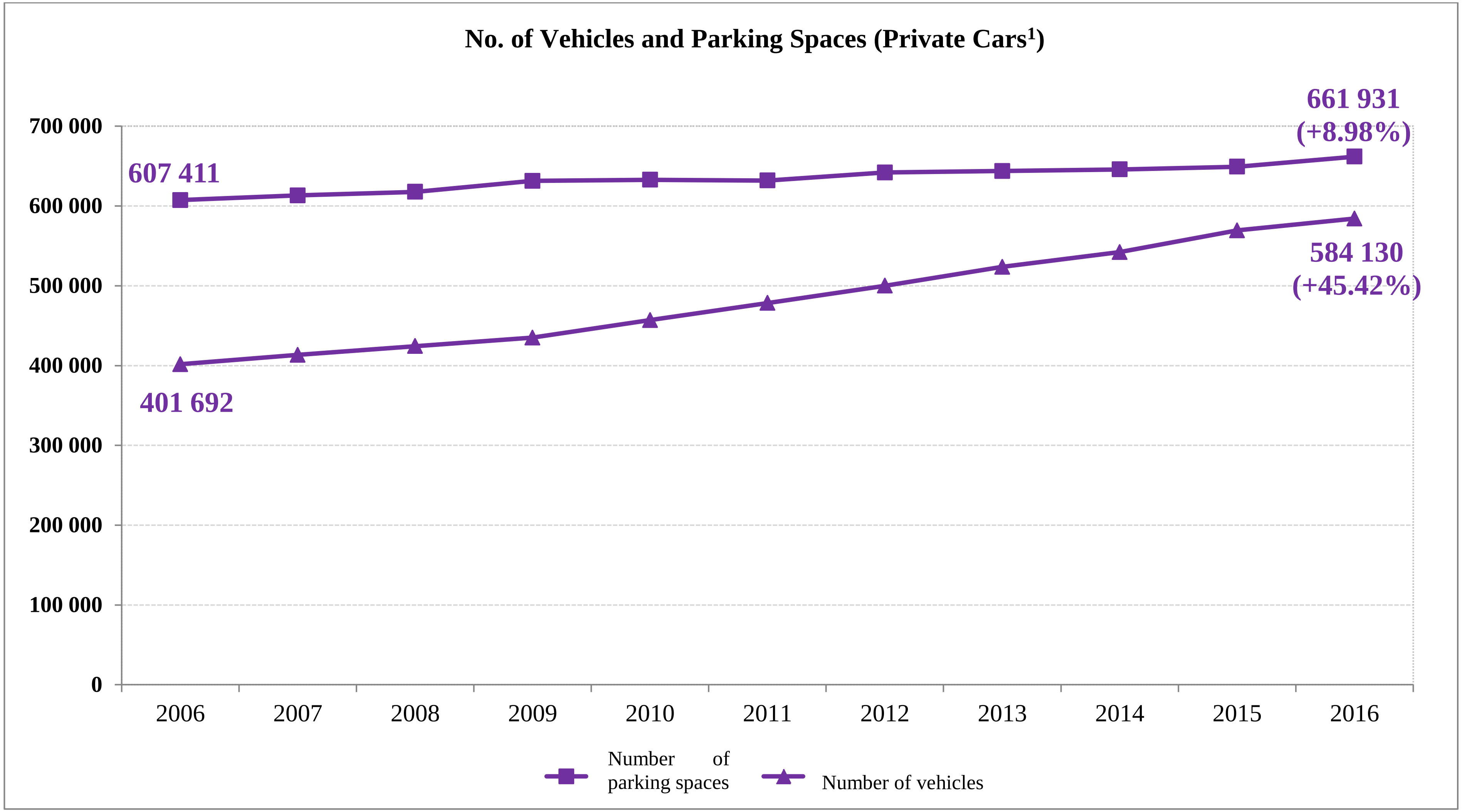
2 Excluding van-type LGVs that can be parked at private car parking spaces.

3 The total numbers of parking spaces include the parking spaces for private cars, motorcycles, LGVs, medium goods vehicles, heavy goods vehicles, coaches and public non-franchised buses. The parking spaces for taxis, franchised buses, public light buses, private light buses, special purpose vehicles and government vehicles are excluded from the calculation because most of them should be parked at depots, bus stops within public transport termini as well as stands. As regards taxis, they generally operate on the road round the clock and their parking demand is mainly short duration stay.



Note:
1 Commercial vehicles include goods vehicles, coaches and public non-franchised buses.

Annex 6



Note:

1 Including van-type light goods vehicles as they may also be parked at private car parking spaces.