



Urgent by Fax (2543 9197)

本署檔號 Our Ref. : TD SS/152/02-1

來函檔號 Your Ref. : CB4/PAC/R72

電話號碼 Tel. No. : 3842 5942

圖文傳真 Fax : 2186 7519

14 October 2019

Mr Anthony Chu
Clerk to Public Accounts Committee
Legislative Council Complex
1 Legislative Council Road
Central, Hong Kong

Dear Mr Chu,

Public Accounts Committee

Consideration of Chapter 1 of the Director of Audit's Report No. 72

Planning, provision and management of public parking spaces

Further to our letter dated 9 October 2019 regarding this subject, I append below the supplementary information/clarification in response to your verbal enquiry on 10 October 2019:

- i) In respect of Q7 regarding the guidelines on setting of on-street metered parking fees, the TD provides broad guiding principles instead of rigid detailed guidelines. The Transport Planning and Design Manual (TPDM) Clause 1.4.2.5 of Chapter 1, Clause 3.3.3 and Clause 3.3.4(b) of Chapter 3 in Volume 7 have set out the objectives

***Note by Clerk, PAC:** *See Appendix 13 of this Report for the reply from Commissioner for Transport dated 9 October 2019.*

九龍油麻地海庭道十一號西九龍政府合署南座十樓
10th floor South Tower West Kowloon Government Offices 11 Hoi Ting Road Yau Ma Tei Kowloon
電話 Tel (852) 2804 2600 傳真 Fax (852) 2824 0433
網址 Web Site: <http://www.td.gov.hk>

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of installing parking meters and imposing meter charges, which should be fixed in the expectation that, at any time, 15% of the parking spaces within a specific area would be vacant and copy of the above mentioned clauses are enclosed for reference.; and

- ii) In respect of Q9, I also enclose a copy of the TPDM Clauses 4.3.2 and 4.4.9 of Chapter 4 in Volume 7 quoted in our reply of 9 October 2019.

Yours sincerely,



(LAU Hon-wai, Simon)
for Commissioner for Transport

c.c. Transport and Housing Bureau [Attn: PAS(T)2]

Fax No. 3904 1774

九龍油麻地海庭道十一號西九龍政府合署南座十樓
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1.4 A Parking Policy and Plan

1.4.1 A Parking Shortfall Problem

- 1.4.1.1 At the end of 1999 there were about 210,000 public parking spaces on-street and in public and privately owned off-street facilities. In addition, there were an estimated 394,000 private off-street parking spaces. They served a population of about 500,000 licensed vehicles.
- 1.4.1.2 In the Third Comprehensive Transport Study (CTS-3), it was estimated that by year 2011, the private vehicle fleet size (including private cars and motorcycles) and GV fleet size would increase to 560,000 and 167,000 respectively in the Medium Growth Scenario.
- 1.4.1.3 Though there is a growing trend to rely more on railways, local shortfall in parking spaces for some classes of vehicles, notably light goods vehicles and container vehicles, is expected to be an area requiring continuous attention.
- 1.4.1.4 For lessening parking shortfall and the resultant congestion, positive measures are needed to narrow the imbalance between parking demand and supply. Of equal importance is the need to correctly locate and properly control public parking facilities to ensure their utilization is optimized.
- 1.4.1.5 The growth in vehicle ownership will continue over the years to come though probably at a rate lower than in the previous years. Hence there will be a continuing demand for the provision of additional parking facilities. To contain the shortfall within a manageable scale, any imbalance between parking demand and supply should be kept under constant review. For this purpose a well-constituted parking plan needs to be prepared and regularly monitored.

1.4.2 The Present Practice

- 1.4.2.1 At present, the provision and control of parking on public roads falls within the jurisdiction of the Commissioner. Those on-street spaces are available for use by the public.
- 1.4.2.2 On-street parking is usually not provided within the core CBD area. Metered parking is provided in commercial, industrial and mixed development areas where traffic conditions and other kerbside activity permits.
- 1.4.2.3 Under the existing policy, convenient but short-term on-street parking facilities are provided only where local traffic conditions permit. For longer term parking, users are encouraged to make use of off-street parking facilities.
- 1.4.2.4 In high demand areas, parking meters should be provided to ration the demand and promote a turnover of vehicles. The present maximum 2-hour parking period at metered parking spaces is specified in Schedule 2 of the Road Traffic (Parking) Regulations. However, in remote areas where nearby off-street car parks are not provided, consideration may be given to revising the operation regime in the light of the local traffic circumstances. Such measures may include de-metering wholly / a proportion of the parking spaces, or revising the operating hours for meters depending on the utilization rate.
- 1.4.2.5 Meter charges are fixed in the expectation that, at any time, 15% of the parking spaces within a specific area would be vacant.

3.3 On-Street Parking Spaces

3.3.1 On-street parking spaces are those that are provided on a public road and are available for use by the general public. Parking spaces on private roads and restricted roads are not included, as their use is restricted to a particular group of people and not the general public.

3.3.2 For the purpose of a parking inventory those spaces on private and restricted roads are classified as private off-street spaces. In fact, the entire restricted area is considered as an off-street facility where parking control is the responsibility of the Housing Authority or, in the case of private roads, the owner.

3.3.3 On-street parking spaces may be fee paying or free. Fee paying spaces are currently controlled by the installation of electronic parking devices which are card-operated meters. They are classified for the specific use of GV, private buses or vehicles other than MGV/HGV, buses, MC and pedal cycles.

3.3.4 In the light of the recommendations made by the Audit Commission in its Report No. 33 and the changing parking circumstances over the years, it is considered necessary to make more efficient and effective use of on-street parking spaces through metering. The following guidelines should be followed:

- (a) To fulfil the eventual aim of extending metering to all parts of the urban areas and the New Towns where on-street parking (except motorcycle parking spaces) is permitted;
- (b) To consider installing meters for parking spaces in other areas which have a high (i.e. 85% or above) utilization rate*;
- (c) To carry out site inspections for non-metered parking spaces to ascertain the need for metering; and
- (d) To consider extending meter operations to General Holidays for those parking spaces which have a high utilization rate.

*Utilization rate = $\frac{\text{Parking spaces occupied}}{\text{Parking spaces surveyed}} \times 100\%$
Normal survey period 10:00 - 17:30

3.3.5 For utilization survey of metered parking spaces by TD's parking meter management contract, the utilization rate and survey period are as follows:

Utilization rate = $\frac{\text{Total parked hours}}{\text{Total of operative hours}} \times 100\%$

Normal survey period: operative hours of that parking meter

3.3.6 Parking spaces where no fee is charged are designated for the use of a particular type or class of vehicle. They are demarcated on the street for use by individual vehicles and are signed using Figure Nos. 1 to 4 in the First Schedule to the Road Traffic (Parking) Regulations, dependent on the type and class of vehicle permitted to park thereat. Hence, they could be accurately recorded in an inventory.

3.3.7 Where public service vehicles are permitted under Regulation 34 of the Road Traffic (Public Service Vehicles) Regulations to park at an on-street stand or stopping place, the number of parking spaces is estimated from the length of the demarcated stand. The estimate is based on a module length of 5m for a taxi, 7m for a public light bus and 13m for a bus.

4.3 Types of On-Street Parking Spaces

- 4.3.1 On-street parking spaces may be either fee paying (metered) or free (designated).
- 4.3.2 Metered parking spaces should be primarily for short term parking involving a high turnover, so that the facility would be available for use by many motorists. Meters permitting half, one or two hour parking should be used.
- 4.3.3 Half-hour meters should be used at private bus parking spaces provided in the proximity of hotels and places of tourist attraction. They are to be used by private buses when boarding/ alighting tour groups visiting a hotel or partaking in a guided tour. They are not meant for the parking of buses awaiting a hire, unless such spaces are located some distance from the core commercial area. In the latter circumstances one or two hour meters may be used instead, dependent on the nature of demand.
- 4.3.4 Metered GV parking spaces should be of one-hour or two-hour duration. One-hour metered spaces should be provided in areas where the demand for the collection/delivery of goods is high and off-street L/UL facilities are inadequate to meet demand. At popular GV hire locations two-hour meters should be used.
- 4.3.5 Metered parking spaces are also provided for the use of motor vehicles other than motor cycles, medium and heavy GV, and buses. They should be of half-hour duration in core commercial areas and two-hour duration at the outskirts.
- 4.3.6 Designated parking spaces should cover similar vehicle classifications but would have no fee-payment requirement. Designated spaces should include motor cycles, refuse collection vehicles and specific government vehicles. Besides, the provision of on-street non-metered overnight GV parking has become a general practice.
- 4.3.7 Parking of taxis and minibuses may be permitted at some on-street stands provided for the use of such vehicles for boarding and alighting passengers. Such facility is permitted only at those stands where traffic sign 325 or 326 has been erected in accordance with the Road Traffic (Public Service Vehicles) Regulation 34. Parking may be permitted only during periods when the stand is not required for boarding or alighting passengers.
- 4.3.8 In order that maximum benefit is gained by the improved mobility for the disabled, on-street parking facilities should be provided for their exclusive use where a need exists and where situation permits. The detailed guidance relating to space dimensions and other features for such provision as contained in TPDM Volume 6, Chapter 8 should be followed.
- 4.3.9 On-street parking for special users should be provided if there is adequate justification showing that the space is required for at least 2 hours every day of a working week, and there is no alternative parking arrangement available. Special users are usually post office vehicles, police vehicles, ambulances, driving test vehicles or similar specific government vehicles. Reference can be made to Tables 4.5.1 and Table 5.3.5.1 to determine the appropriate size of parking spaces required for the vehicles under consideration.

4.4

Demand Considerations

- 4.4.1 The entire parking demand in an area should preferably be provided at off-street facilities. However, on roads lower down the hierarchy the use of streets for parking should not be prohibited or restricted until traffic demands warrant such action.
- 4.4.2 In areas where off-street parking provision is inadequate to satisfy demand and traffic conditions permit, on-street parking should be permitted and regulated wherever, and for whatever duration, is equitable with other demands for the use of the kerbside lane.
- 4.4.3 As indicated in Chapter 6 of this Volume, all new residential developments should provide adequate off-street parking facilities in accordance with the probable level of car ownership for the area. That includes new residential developments in Zone 1. Hence, the future need for on-street parking provision in new residential areas, which includes redevelopment in older areas, should be minimal.
- 4.4.4 The older residential developments particularly in Zone 1 areas did not previously require the provision of off-street parking facilities. Hence, in such areas where few off-street private or public parking facilities are available, parking must of necessity take place on-street. In those areas, designated on-street parking spaces should be suitably located taking into consideration other demands for the use of the kerbside lane.
- 4.4.5 Also as stated in Chapter 6 of this Volume, new commercial developments and redevelopments should have adequate off-street parking provision to satisfy their operational needs. Hence, on-street parking provision should be minimal and should be located only where it would not obstruct traffic movement or boarding and alighting activity, particularly that of public transport passengers. In commercial areas and the CBD, the use of the kerbside lane for boarding and alighting should be allocated priority over parking.
- 4.4.6 Should on-street parking be provided in commercial areas, the spaces should be metered so as to make them available to as many motorists as possible. The installation of half hour meters is preferred in core commercial areas, particularly in the proximity of banks and similar institutions that attract trips of short duration. One-hour GV spaces should be selectively located to facilitate the delivery and collection of goods for servicing retail establishments.
- 4.4.7 Because meter feeding is permissible, two-hour metered spaces are likely to attract commuters, who should normally be discouraged from driving to work in areas well served by public transport. If at all necessary, two-hour meters should only be installed at the perimeter of commercial areas where long duration parking may be tolerated.
- 4.4.8 Parking and L/UL requirements in new industrial developments or redevelopments should be provided off-street. However, where the demand for L/UL activity is likely to exceed the off-street capacity, some L/UL provision may be made on secondary access roads. One-hour GV metered parking spaces should be provided for that purpose.
- 4.4.9 To encourage the use of on-street parking spaces in industrial areas for the overnight parking of GV, the period of meter operation should be shortened to 2000 hour instead of the normal 2400 hour termination.