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The Government of the Hong Kong Special Administrative Region

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25 May 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

I refer to your letter of 10 May 2019 requesting us to provide information to facilitate the Public Accounts Committee's consideration of Chapter 1 of the Director of Audit's Report No. 72.

The requested information in English and Chinese is now enclosed for your reference, please.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Hillman Chow', with a long horizontal flourish extending to the right.

(Hillman Chow)

for Secretary for Transport and Housing

c.c. Commissioner for Transport 2802 2361

Public Accounts Committee

Consideration of Chapter 1 of the Director of Audit's Report No. 72 Planning, Provision and Management of Public Parking Spaces

Enquiries from Clerk to the Public Accounts Committee dated 10 May 2019

To facilitate the Public Accounts Committee's consideration of Chapter 1 of the Director of Audit's Report No. 72 ("Audit Report"), I should be grateful if you could provide us with the information below:

- (a) **a table setting out the expected increase in the supply of car parking spaces as a result of the Administration's short, medium and long term measures and the implementation timetable for each of these measures;**

Reply

- (a) Regarding measures which the Transport Department ("TD") has reasonable bases to estimate the number of parking spaces arising therefrom, the expected increases in the supply of car parking spaces are tabulated below -

Measures	No. of parking spaces arising from the measure	Progress
(i) Designating suitable on-street locations as night-time parking for commercial vehicles	40 parking spaces to be provided upon completion of the related works by mid-2020	Works orders for designation of these parking spaces have been issued, with construction being arranged by the works agent
	112 parking spaces to be provided subject to positive outcome of local consultation	Planning and local consultation for designation of these parking spaces are in progress

Measures	No. of parking spaces arising from the measure	Progress
(ii) Providing additional on-street parking spaces and picking up / setting down facilities for coaches	137 parking spaces and 52 picking up / setting down facilities to be provided in 2019-20	Planning for designation of these parking spaces and picking up / setting down facilities is in progress
(iii) Exploring the provision of parking spaces underneath flyovers	200 parking spaces to be provided in 2019-20	Planning for designation of these parking spaces is in progress
(iv) Providing public car parks in suitable Government, Institution or Community (“G/IC”) facilities, public open space (“POS”) projects and subsidised housing developments	260 parking spaces to be provided in two projects in Tai Po and Kwun Tong	Construction of the projects is in progress
	5 100 parking spaces to be provided in other projects under planning	Planning for the public car park projects is in progress
(v) Adopting the higher end of parking standards for ancillary parking of new developments	4 000 parking spaces to be provided in these new developments	The provision of the parking spaces is subject to the progress of individual development projects

(b) according to paragraph 1.3 of the Audit Report, the Government's policy in the provision of parking spaces is to accord priority to considering and meeting the parking demand of commercial vehicles. Figure 1 in paragraph 2.3 shows that the parking space ratio for commercial vehicles hovers around 0.65 in the past five years. In this connection:

(i) does the parking space ratio indicate that there is a shortage in parking spaces for commercial vehicles;

Reply

(b)(i) The parking space ratio suggests a shortage in parking spaces for commercial vehicles. However, since some commercial vehicles operate round-the-clock, operate and park in the Mainland, or park at non-designated parking spaces (including brownfield sites in the New Territories), the actual shortage should be less serious.

(ii) what is the target parking space ratio for commercial vehicles; and

Reply

(b)(ii) The Government does not set a target parking space ratio for commercial vehicles. Given the limited land resources in Hong Kong and the competing priorities for different land uses, it would not be practicable for the Government to pursue a rigid target. Nonetheless, TD is taking forward a consultancy study on parking for commercial vehicles for completion by end 2019. The study will establish a parking demand model for projecting the demand for and supply of parking spaces for commercial vehicles in all districts up to 2031 with a view to devising short to long term measures to address the anticipated demand.

(iii) what has the Administration done to achieve the above policy objective?

Reply

(b)(iii) The Government has been actively pursuing the following measures to increase the supply of parking spaces for commercial vehicles -

- designating suitable on-street locations as night-time parking spaces;
- requiring developers to provide parking spaces at the higher end of the parking standards under the Hong Kong Planning Standards and Guidelines (“HKPSG”) for new developments;
- following the principle of “Single Site, Multiple Uses” to provide public car parking spaces in suitable G/IC facilities and POS projects;
- encouraging parking of student service vehicles within school premises after school hours;
- providing on-street parking spaces and picking up/setting down facilities for coaches;
- specifying in the tenancy agreements of suitable short term tenancy (“STT”) car parks a minimum number of parking spaces to be reserved for commercial vehicles; and
- continuing with the consultancy study on parking for commercial vehicles to assess their parking demand and formulate short to long term measures to address the demand.

- (c) at the public hearing on 10 May 2019, you said that the parking standards in HKPSG were revised in 2014 taking into account a survey/study. Please provide the relevant findings of this survey/study;**

Reply

- (c) HKPSG were revised in February 2014 taking into account the results of the consultancy study on “Review of Parking Standards for Private Housing Developments in the Hong Kong Planning Standards and Guidelines”.

Under the said study, parking surveys covering 127 private housing developments with 32 654 private car parking spaces were conducted in 2009. The surveys revealed that there was then over-provision of parking spaces for flats smaller than 100m², but a shortfall for flats larger than 100m². Upon completion of the study in mid-2012 and after due consultation with relevant government departments and stakeholders, the parking requirements in HKPSG were revised in February 2014.

- (d) the Administration’s view on the need to control the growth of private cars and measures, if any, which have been/will be implemented in this respect;**

Reply

- (d) In December 2014, the Transport Advisory Committee (“TAC”) published its Report on Study of Road Traffic Congestion in Hong Kong with 12 recommended short, medium and long term measures to tackle traffic congestion. Although the year-on-year growth in the number of private cars has slightly eased recently, it is still a main contributory factor to road congestion and cannot be ignored. The Government will continue to closely monitor the situation and progressively take forward TAC’s recommendations.

(e) with reference to Case 1 in paragraph 2.12 of the Audit Report, please provide:

(i) actions taken by TD in respect of the proposed project for “Town Park in Area 66 and 68, Tseung Kwan O” between March 2011 and June 2017 on the expected shortfall in the parking spaces in the area; and

Reply

(e)(i) Although Tseung Kwan O Areas 66 and 68 were earmarked for the proposed Town Park, TD was not aware of any concrete development timetable for the project until January 2017 when the project was mentioned in the 2017 Policy Address as one of the 26 projects of sports and recreation facilities to be launched in the following five years. Before January 2017, as the subject site had been used as a STT public car park since February 2013, TD had been monitoring the utilisation of the STT car park and keeping in view any concrete programme for the Town Park project that might impact on the continued operation of the STT public car park, in particular the proposed date of resumption of the STT public car park.

(ii) what are TD’s actions in response to comments of the Audit Commission in paragraph 3 of Case 1?

Reply

(e)(ii) As STT sites are meant for temporary use before resumption for long term developments, TD will critically review the demand for parking spaces in planning the reprovisioning of STT car parks in future, taking into account the programme of long term developments, local traffic conditions, land availability, utilisation of car parks nearby, illegal parking in the vicinity and views of stakeholders. Further, TD will, in line with the principle of “single site, multiple uses”, work closely with the project proponents at the early stage of the long term developments to explore the feasibility of reprovisioning of parking spaces in situ as part of the developments as far as practicable. It is based on this principle and identified parking

demand in the area that TD has, upon the Government's announcement of the planning timetable of the Town Park Project, proposed the provision of public car parking spaces in the project to meet local parking needs.

Meanwhile, TD is studying the provision of additional parking spaces in the Joint User Government Office Building in Area 67 on top of the committed 105 parking spaces with a view to mitigating the shortfall of parking spaces in the area. TD will continue to liaise with other project proponents in the vicinity to explore the possibility of providing public parking spaces to address local parking needs.

- (f) With reference to Case 2 in paragraph 2.13 of the Audit Report, please provide:**
- (i) has TD monitored the utilisation rate of the car park; and**
 - (ii) has TD ascertained the low utilisation rate of the car park, actions taken by TD in this respect and the latest utilisation rate; and**

Reply

- (f)(i) TD has been monitoring the utilisation of the car park by site surveys conducted in August 2017 and recently in April 2019.
- (f)(ii) The subject car park provides 155 parking spaces for light goods vehicles ("LGVs"). According to the site survey conducted in August 2017, only a few LGVs were parked in the car park. In the latest site survey conducted in April 2019, TD observed that about 50 LGVs were parked in the car park. Apart from the utilisation rate of the car park, TD also keeps track of the local parking demand from LGVs through surveys of illegal parking situation in the vicinity. According to TD's surveys covering the area within 500m from the car park concerned, around 120 LGVs were illegally parked, suggesting that the LGV parking demand in the locality was comparable to the number of LGV parking spaces provided in the car park.

- (g) Details of the pilot use of automated parking systems in Hong Kong, including the pilot projects, number of parking spaces available, and the implementation timeframe.**

Reply

- (g) TD is actively contemplating six pilot projects for automated parking systems. At as end April 2019, four sites have been identified, including an STT site in Tsuen Wan, an open space at the junction of Yen Chow Street and Tung Chau Street in Sham Shui Po and the proposed government buildings on Chung Kong Road in Sheung Wan and Sheung Mau Street in Chai Wan. The pilot projects in Sham Shui Po and Tsuen Wan will provide around 200 and 70 additional parking spaces respectively, whereas the numbers of parking spaces to be provided under the pilot projects in Sheung Wan and Chai Wan are still being studied. As regards the two remaining sites, TD will work actively with relevant government departments to explore the preliminary technical feasibility before making public the proposed sites in due course for consultation with relevant District Councils. Subject to the outcome of the technical feasibility and local consultation, TD plans to commence construction works of the projects in batches starting from 2021.