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21 May 2019

Mr. Anthony CHU
 Clerk, Public Accounts Committee
 Legislative Council Secretariat
 Legislative Council Complex
 1 Legislative Council Road
 Central, Hong Kong

Dear Mr. CHU,

Public Accounts Committee
Chapter 1 of the Director of Audit's Report No. 72
Planning, provision and management of public parking spaces

I refer to your letter dated 10 May 2019.

In response to the Public Accounts Committee's request for further information, our submission is as follows:

- (i) a copy of the parking-related standards in the current Chapter 8 'Internal Transport Facilities' of the Hong Kong Planning Standards and Guidelines (HKPSG) (i.e. paragraph 6.5 – Cycle Parking Areas, Section 7 – Parking and Table 11) are at **Annex 1**; and
- (ii) details of the revisions made to HKPSG since 2003 concerning parking-related standards are at **Annex 2**.

Yours sincerely,

(Ms. Wendy LI)
 for Director of Planning

c.c.: Secretary for Development
 Secretary for Transport and Housing
 Commissioner for Transport
 Director of Lands
 Secretary for Financial Services and the Treasury Bureau
 Director of Audit

***Note by Clerk, PAC:** Refer to Planning Department's website for Annex 1.

我們的理想 - 「透過規劃工作,使香港成為世界知名的國際都市。」
 Our Vision - "We plan to make Hong Kong an international city of world prominence."



Revisions of parking-related standards in Hong Kong Planning Standards and Guidelines since 2003

Approval Date (Committee on Planning and Land Development)	Amendment Item	Basis for Amendment(s)
Mar 2003	<ul style="list-style-type: none"> • Revised standards and guidelines for parking facilities in various types of developments (including private housing, subsidised housing, community facilities, commercial facilities, and industrial and business developments) • Based upon a Global Parking Standard (GPS) applicable to both private and subsidised housing with built-in adjustment factors (i.e. flat sizes and proximity to railway stations) to enable more flexibility in setting parking requirements: <ul style="list-style-type: none"> <u>Subsidised Housing</u>[®] <ul style="list-style-type: none"> • Revised <u>private car (PC)</u> parking standard [from 1 car space per 13-16 flats to being based upon the GPS (i.e. 1 car space per 6-9 flats), and adjusted with the “Demand Adjustment Ratio” (i.e. 0.45) and proximity to railway stations (see Table 1A)] • Adjusted downwards for <u>Light Goods Vehicles (LGV)</u> parking standard (from 1 LGV space per 80 flats to 1 LGV space per 100-200 flats) <u>Private Housing</u> <ul style="list-style-type: none"> • Revised <u>PC</u> parking standard [from 1 car space per 4-7 flats to being based upon the GPS (i.e. 1 car space per 6-9 flats), and varied in 	<p>The amendments were based on the “Second Parking Demand Study” commissioned by the Transport Department (TD) and in line with the transport policy of using railways as the backbone of the transport system. For residential developments, the study showed that there were surplus private parking spaces. Low utilisation rates of LGV parking spaces in subsidised housing were also observed.</p>

Approval Date (Committee on Planning and Land Development)	Amendment Item	Basis for Amendment(s)
	accordance with the average flat size and distance between the development and railway station (see Table 1B)]	
Jan 2005	<p><u>Hotel</u></p> <ul style="list-style-type: none"> Revised the parking standards for conference and banquet facilities [parking standards revised from specifying the number of spaces per 100 <u>seats</u> to number of spaces per 200m² <u>gross floor area</u> (GFA)(equivalent to 100 seats)] 	According to the Lands Department (LandsD), it would be difficult to assess the total number of seats for conference and banquet facilities within a proposed hotel development when formulating the lease conditions. As such, TD suggested to revise the subject parking provision standards to be calculated based on GFA (and not number of seats) for incorporation into relevant lease conditions as per LandsD's proposal.
Dec 2006	<p><u>Private Housing</u></p> <ul style="list-style-type: none"> Deleted the word “average” concerning flat sizes in <u>PC</u> parking standard 	<ul style="list-style-type: none"> The calculation of the parking standard for private housing made reference to “average” flat size under the “demand adjustment ratio” (i.e. dividing the total domestic GFA by the total number of flats of the development). As the principle is to calculate the required number of PC parking spaces based on the actual number of flats across various flat sizes with reference to their respective provision requirements, TD proposed to amend the parking standard for private housing developments accordingly.

Approval Date (Committee on Planning and Land Development)	Amendment Item	Basis for Amendment(s)
	<ul style="list-style-type: none"> • Revised the <u>visitor</u> car parking standard (visitor parking spaces from 5 to 1-5 for developments with more than 75 units per block) <p><u>Cycle Parking Areas</u></p> <ul style="list-style-type: none"> • Deleted the word “average” concerning flat sizes * 	<ul style="list-style-type: none"> • To allow flexibility in the provision of visitor car parking spaces. • Corresponding changes were also made to the parking standards for cycle parking areas which involved “average” flat size.
May 2009	<p><u>Subsidised Housing</u></p> <ul style="list-style-type: none"> • Reduced “Demand Adjustment Ratio” in <u>PC</u> parking standard (from 0.45 to 0.23)(see Table 1A) • Adjusted downward for <u>LGV</u> parking standard (from 1 LGV space per 100-200 flats to 1 LGV space per 200-600 flats) • Revised <u>motorcycle</u> parking standard (parking spaces at the rate of 5-10% of the total provision for PCs to 1 space per 110-250 flats) 	<ul style="list-style-type: none"> • “Study on Parking for Public Housing Developments”, commissioned by the Housing Department, proposed a downward adjustment to the PC parking standard having taken high vacancy rate for PC parking spaces and affordability into account. • The study indicated that the current parking standard for LGV might lead to over-provisioning of LGV parking spaces in future and since LGV parking demand varied significantly among different districts, a wider range of provision standards should be adopted to cater for different geographical needs. • The study’s findings also indicated a steady growth in the utilisation of motorcycle parking spaces and identified no direct correlation between the parking demands for PCs and motorcycles, hence warranting a standalone parking standard for motorcycles.

Approval Date (Committee on Planning and Land Development)	Amendment Item	Basis for Amendment(s)
May 2011	<ul style="list-style-type: none"> New guidelines on <u>electric vehicle (EV) charging facilities</u> [setting out, inter alia, that EV standard charging facilities should be provided in at least 30% of PC parking spaces in car parks within new developments (i.e. residential, commercial, industrial, business or a mix of them)] 	<ul style="list-style-type: none"> In response to the request by the Environment Bureau, the requirements for EV charging facilities were incorporated to promote the use of EV, reduce overall greenhouse gas emissions and combat air pollution.
Aug 2011	<ul style="list-style-type: none"> New guidelines on <u>cross-boundary coach</u> (CBC) termini and stopping facilities (including design standards and locational factors) Increased parking standards for <u>persons with disabilities</u> (from a minimum of 1 disabled parking space per 200 parking spaces to 1 per 1-50 car parking spaces and up to a maximum of 6 for more than 450 car parking spaces) 	<ul style="list-style-type: none"> To meet the demand growth for CBC termini and stopping facilities, relevant general planning requirements and guidelines were incorporated into the HKPSG. With reference to the revised “Design Manual: Barrier Free Access 2008” issued by the Buildings Department and the Building (Planning) Regulations on detailed requirements on parking spaces for persons with disabilities, the relevant standards and guidelines were incorporated at TD’s suggestion.
Feb 2014	<p><u>Private Housing</u></p> <ul style="list-style-type: none"> Adjusted downwards the <u>PC</u> parking standards for small and medium-sized flats and upwards for large flats (see Table 1B) Reduced the “Accessibility Adjustment Ratio” (i.e. within 500m-radius of rail station) (from 0.85 to 0.75) 	<ul style="list-style-type: none"> Based on the findings of TD’s study entitled “Review of Parking Standards for Private Housing Developments in the HKPSG”, the utilisation rate of PC parking spaces for small and medium-sized flats (i.e. GFA of less than 100m²) was relatively low while the supply of PC parking spaces for large flats (i.e. GFA of not less than 100m²) was found generally inadequate. There was also lower demand for parking spaces for private housing developments within 500m-radius of rail stations.

Approval Date (Committee on Planning and Land Development)	Amendment Item	Basis for Amendment(s)
	<ul style="list-style-type: none"> • Introduced a “Development Intensity Adjustment Ratio” (in addition to flat size and proximity to rail stations, the PC parking standard should also take into account development intensity) • Revised <u>motorcycle</u> parking standard (from parking spaces at the rate of 5-10% of the total provision for PCs to 1 space per 100-150 flats) 	<ul style="list-style-type: none"> • The study results showed no strong relationship between the parking demand of motorcycles and PCs; and hence a standalone parking standard for motorcycles was adopted.
May 2016	<p><u>Subsidised Housing</u></p> <ul style="list-style-type: none"> • Inserted footnote for parking standards (stating that the parking standards are applicable to public rental housing developments and the parking requirements for subsidised saleable housing developments should be determined on a case-by-case basis by the Authority) 	<ul style="list-style-type: none"> • To set out that the parking standards for subsidised housing would not be applicable to subsidised saleable housing developments.

[@] There were parking standards for Home Ownership Schemes/Private Sector Participation Schemes/Housing Society Estates and Sandwich Class Housing before revision

* Standards for bicycle parking areas before revision - within a 0.5-2km/outside 2km radius of a rail station, 1 bicycle parking space for every 15/30 flats with average flat size smaller than 70m²

Subsidised Housing [#]	Private Car:		2003		2009 Revisions (Currently Effective)	
	Global Parking Standard (GPS)			1 car space per 6-9 flats		
Demand Adjustment Ratio (R1)	All Subsidised Housing		0.45		0.23	
Accessibility Adjustment Ratio (R2)	Within a 500m-radius of rail station		0.85		0.85	
	Outside a 500m-radius of rail station		1		1	
Parking Requirement =			GPS x R1 x R2			
Light Goods Vehicle:			1 space per			
			100-200 flats		200-600 flats	
Medium Goods Vehicle: No fixed standard. To utilize estate commercial centre loading/unloading bays for overnight parking in estates.						
Motorcycle:			5 to 10% of the total provision for private cars*		1 space per 110-250 flats [^]	
[#] The above parking standards for subsidised housing are applicable to public rental housing developments. The parking requirements for subsidised saleable housing developments should be determined on a case-by-case basis by the Authority (Incorporated since 2016)						
[*] Calculation shall be based on overnight private car parking spaces provided for residential elements of the estates, excluding hourly visitor/retail car parking						
[^] Excluding one person/two persons flats and non-residential elements						
Notes			[1][2][4]		[1][3][4]	

Table 1B

Private Housing	Private Car:		2003		2014 Revisions (Currently Effective)	
	Global Parking Standard (GPS)			1 car space per 6-9 flats		
Demand Adjustment Ratio (R1)	Flat Size (FS) (m ²) (GFA)	< 40	0.6	FS ≤ 40	0.4	
		40 – 69.9	1.0	40 < FS ≤ 70	0.7	
		70 – 99.9	2.5	70 < FS ≤ 100	2.1	
		100 – 159.9	5.0	100 < FS ≤ 130	5.5	
				130 < FS ≤ 160	7.5	
> 159.9	9.0	FS > 160	9.5			
Accessibility Adjustment Ratio (R2)	Within a 500m-radius of rail station		0.85		0.75	
	Outside a 500m-radius of rail station		1		1	
Development Intensity Adjustment Ratio (R3)	Domestic Plot Ratio (PR)	N.A.	0.00 < PR ≤ 1.00		1.30	
			1.00 < PR ≤ 2.00		1.10	
			2.00 < PR ≤ 5.00		1.00	
			5.00 < PR ≤ 8.00		0.90	
			PR > 8.00		0.75	
Parking Requirement =			GPS x R1 x R2		GPS x R1 x R2 x R3	
Motorcycle :			5 to 10% of the total provision for private cars		1 space per 100-150 flats [@]	
[@] Excluding non-residential elements						
Notes			[1][2][6][7][9]		[1][5][8][10]	

Source: Chapter 8, HKPSG (Edited version by PlanD)

Notes :

- [1] Within the limits of the Global Parking Standards, Transport Department will establish district-based parking standards for each district according to the prevailing demand/supply conditions in respective districts. The district-based parking standards are subject to periodical review.
- [2] A 15% discount should be applied to the provision of residential car parking spaces where over 50% of the site area of the development fall within a 500m radius of rail stations. The 500m-radius catchment area of a rail station should be drawn from the centre of the station disregard of topographic undulation.
- [3] A 15% discount should be applied to the provision of residential car parking spaces where over 50% of the site area of the development fall within a 500m radius of rail stations. The 500m-radius catchment area of a rail station should be drawn from the centre of the station irrespective of the configuration and layout of the station. (Revised since 2014)
- [4] "One person/two persons" flats shall be excluded from the calculation of the overall parking provision of both car parking spaces and LGV spaces.
- [5] A 25% discount should be applied to the provision of residential car parking spaces where over 50% of the site area of the development fall within a 500m radius of rail stations. The 500m-radius catchment area of a rail station should be drawn from the centre of the station irrespective of the configuration and layout of the station.
- [6] The average flat size of a development shall be calculated by dividing the total domestic gross floor area (GFA) by the total number of flats of the development.
- [7] The standard for the developments of an average flat size greater than 159.9m² is a minimum requirement. Request for provision beyond the standard will be considered by Transport Department on a case-by-case basis.
- [8] The standard for the developments of flat size greater than 160m² is a minimum requirement. Request for provision beyond the standard will be considered by Transport Department on a case-by-case basis.
- [9] Visitor car parking for private residential developments with more than 75 units per block should include 5 visitor spaces per block in addition to the recommendations, or as determined by the Authority. For other private residential developments, the visitor car parking provision will be advised by Transport Department on a case-by-case basis.
- [10] Visitor car parking for private residential developments with more than 75 units per block should include 1-5 visitor spaces per block in addition to the recommendations, or as determined by the Authority. For other private residential developments, the visitor car parking provision will be advised by Transport Department on a case-by-case basis. (Revised since 2006)