



Parking spaces in Hong Kong

Figure 1 – Vehicle fleet size by vehicle type, 2006-2016

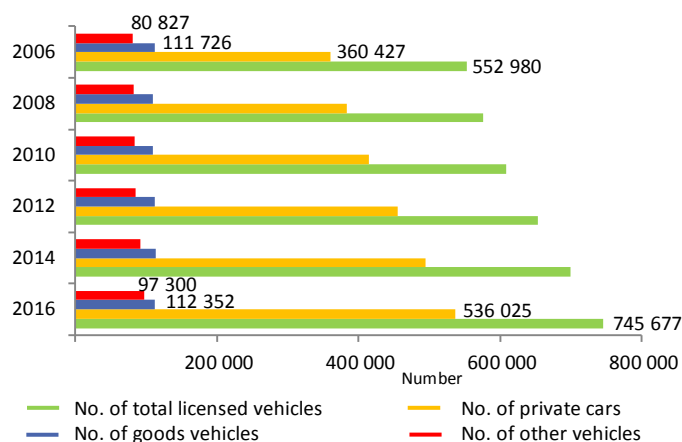
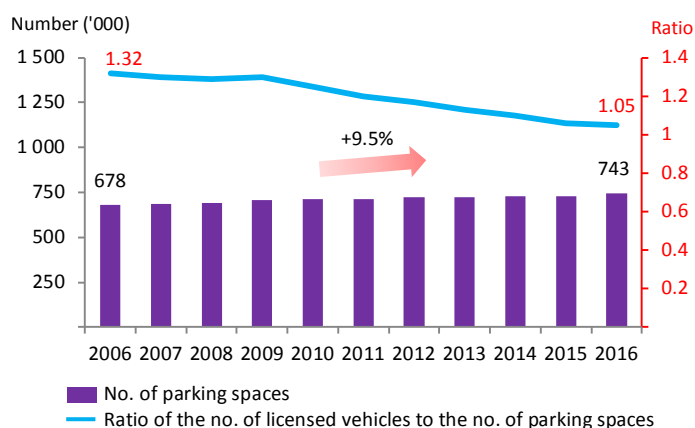
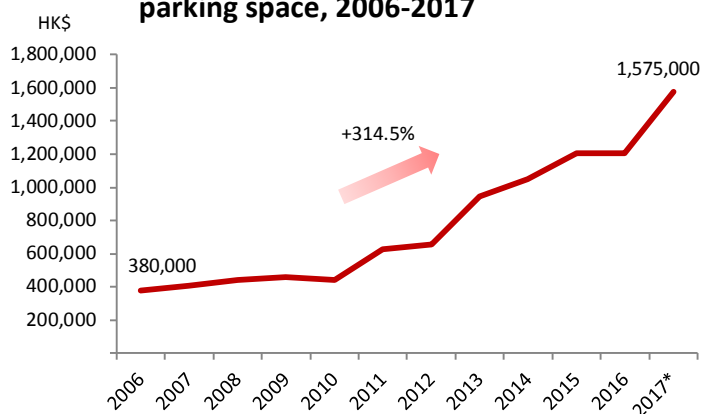


Figure 2 – Number of parking spaces and ratio of licensed vehicles to parking spaces[#], 2006-2016



Note: (#) Excluding taxis, franchised buses, public and private light buses, special purpose vehicles and government vehicles that can park at depots, public transport terminals and stands or usually operate on the road round the clock.

Figure 3 – Average price of a private residential parking space, 2006-2017



Note: (*) Figure as at November 2017.

Highlights

- Hong Kong adopts a transport policy based on public transport with railway as the backbone. Yet, the number of vehicles has increased continuously over the years, notwithstanding the Government's measures to discourage the ownership of vehicles, particularly private cars (e.g. raising first registration tax and annual licence fees).
- Indicative of the above trend, total vehicle population grew by 34.8% between 2006 and 2016 from 552 980 to 745 677 (**Figure 1**), fuelled largely by a 48.7% increase in the number of private cars over the period. In 2016, private cars accounted for about 70% of the total vehicle population in Hong Kong, becoming the main driver for the demand for car parks and parking lots. A private car needs more than one parking space on average because it requires parking spaces both at the home-end and destination-end.
- Amid the fast growing vehicle population, the total number of parking spaces merely went up from 678 000 in 2006 to 743 000 in 2016 (**Figure 2**), representing a growth rate of 9.5%, which was far below the growth of vehicles. As a result, the ratio of the number of licensed vehicles to the number of parking spaces dropped to a low of 1.05 in 2016.
- The Government provides parking space mainly through requiring private developers to provide parking spaces in their projects, which accounted for almost 90% of total parking spaces in 2016. Probably reflecting the shortage of private parking spaces, there have been reports of complaints about high charges at some private car parks and rising prices of residential car parking spaces. As to the latter, the average price of a private residential parking space was more than tripled during 2006-2017 from HK\$380,000 to some HK\$1.6 million in 2017 (**Figure 3**).

Parking spaces in Hong Kong (cont'd)

Figure 4 – Utilization rates of public car parks managed by Transport Department as at end-February 2017

Car park	Average utilization rate	
	Day-time (0800-2300)	Night-time (2300-0800)
Tsuen Wan Car Park	89%	84%
Shau Kei Wan Car Park	85%	83%
Sheung Fun Street Car Park	84%	90%
Kennedy Town Car Park	81%	77%
Tin Hau Car Park	80%	68%
Rumsey Street Car Park	75%	52%
Yau Ma Tei Car Park	74%	48%
Kwai Fong Car Park	73%	72%
Aberdeen Car Park	71%	84%
Star Ferry Car Park	65%	16%
Murray Road Car Park [^]	57%	29%
City Hall Car Park	47%	15%

Note: (^) Murray Road Car Park was closed with effect from 1 May 2017.

Figure 5 – Number of fixed penalty tickets issued for illegal parking, 2006-2016

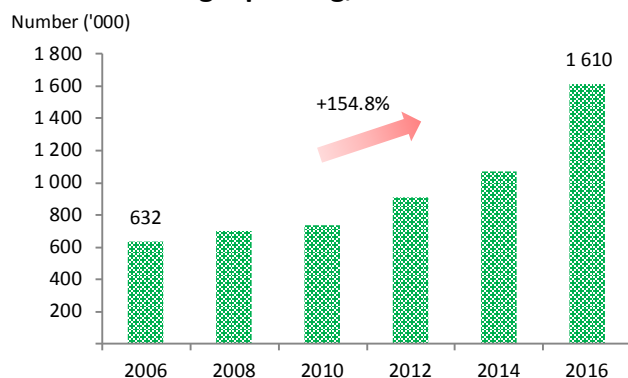
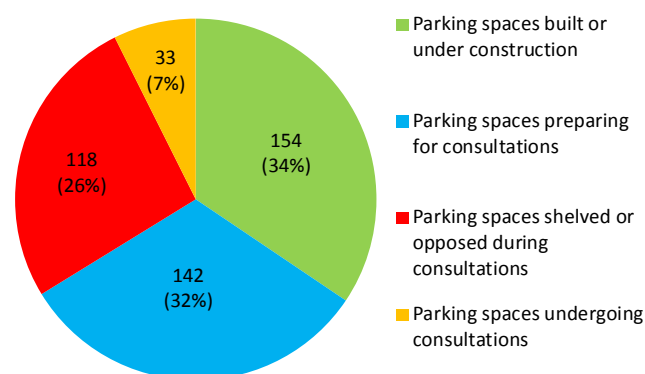


Figure 6 – Progress of the scheme of increasing on-street overnight commercial vehicles parking spaces as at end-December 2017



Note: Percentage may not add up to 100% due to rounding.

Highlights

- The Government itself also provides parking spaces through on-street parking spaces, short-term tenancy ("STT") car parks and multi-storey car parks. Parking charges at multi-storey car parks are generally lower than commercial ones and as such, those located at residential areas such as Kennedy Town, Shau Kei Wan, Sheung Fun Street and Tsuen Wan recorded a high utilization rate in 2016 (**Figure 4**). Yet, some multi-storey car parks and STT car parks have been gradually taken back by the Government in recent years for redevelopment, further aggravating the shortage of parking spaces.
- Under-provisioning of parking spaces inevitably leads to illegal parking. The level of fixed penalties for illegal parking, which has remained unchanged at HK\$320 since the last adjustment in 1994, also adds to the problem. Reflecting the worsening illegal parking situation, the number of fixed penalty tickets for illegal parking issued by the Hong Kong Police Force was more than doubled between 2006 and 2016 (**Figure 5**).
- Amid the shortage of parking space, the Government has stated that its current policy in the provision of parking space is to accord priority to considering and meeting the parking demand of commercial vehicles. In this connection, the Transport Department has been implementing a scheme of increasing the number of on-street overnight commercial vehicle parking spaces since 2015-2016. It has identified 447 on-street overnight commercial vehicle parking spaces, of which only 154 parking spaces had been built or under construction (**Figure 6**). Other remedial measures include the commencement of a two-year study on the parking for commercial vehicles in 2017 to formulate measures for meeting the parking demand of commercial vehicles.

Data sources: Latest figures from the Transport and Housing Bureau, Transport Department, Hong Kong Police Force and JLL.

Research Office
Information Services Division
Legislative Council Secretariat
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Tel: 2871 2129

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