

**For information
on 26 February 2018**

**Legislative Council Subcommittee on
Issues Relating to Shopping Centres, Markets and Carparks in
Public Rental Housing Estates and Home Ownership Scheme Estates**

**Policy and Measures to Address
Demand of Public Housing Residents for Commercial Facilities**

Purpose

This paper briefs Members on the relevant policy and measures implemented by the Government and the Hong Kong Housing Authority (HA) to address the demand of public housing residents for commercial facilities.

Background

2. As members of the general public, residents of public housing have their needs for shopping, carparking, etc. fulfilled through various means, including facilities provided by public and private organisations. At present, the Government is providing facilities such as public markets and public carparks in various districts. Besides, commercial facilities are provided in HA's public housing, such as shops and parking spaces, some of which are owned and operated by private property owners. Meanwhile, private entities offer a variety of goods and services to the public through various channels, including the operation of carparks, shopping centres, retail shops, and online selling platforms, etc.

Public Markets

3. The Chief Executive's 2017 Policy Address states that the Government will, based on the new thinking of focusing on bringing convenience and benefits to the public, make available resources for building new public markets to offer wider choices of fresh food provisions to the public, which includes the construction of new public markets in Tung Chung,

Tin Shui Wai and Hung Shui Kiu. The Government will also study the need and feasibility of providing new public markets in districts where relevant facilities are alleged to be insufficient.

Carparking Facilities

4. The transport policy of Hong Kong is 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 that of private car) in recent years has aggravated road traffic congestion and brought about an adverse impact on the community. The Government has always been concerned about the supply and demand of parking spaces for different types of vehicles, and understands that different types of vehicles have different parking needs¹. Having regard to the specific parking requirements of various types of development projects, the Hong Kong Planning Standards and Guidelines (HKPSG) provides guidelines on the standards and guidance for the number of parking spaces to be provided in those developments. As indicated in the Chief Executive's 2017 Policy Address, the Government will implement a series of short-term and medium- to long-term measures to increase parking spaces in various districts having regard to the local situation in order to combat illegal parking. The Government will accord priority to meeting the parking needs of commercial vehicles, and will at the same time provide an appropriate number of parking spaces for private cars. These measures include studying the opening up of parking spaces and loading/ unloading bays currently designated for development projects, own use and putting such spaces up for night-time public parking of commercial vehicles; requiring developers to provide parking spaces at the higher end of the range under HKPSG; and providing public car parks in suitable new government, institution and community facilities, etc. The Transport Department has also commenced a consultancy study on commercial vehicle parking in 2017 with a view to formulating further measures as appropriate to meet the parking demand of commercial vehicles.

¹ 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 parking spaces are also required after their drivers have finished work at night.

5. In accordance with the guidelines stipulated in HKPSG, proponents of development projects (including HA and private developers) are required to provide parking spaces for the projects' own use. At present, the parking standards for public housing developments aim to provide a suitable number of parking spaces for use by estate residents. The Government will closely monitor the overall utilisation of parking spaces and review the relevant parking standards in a timely manner. The Government will also flexibly propose carparking facilities to be provided by each development, taking into account the individual circumstances of each district, such as the parking demand and supply condition in the vicinity, the availability of public transport services in the vicinity, and the road capacity and traffic volumes in the immediate vicinity.

HA's Commercial Facilities and the Relevant Measures

6. In developing new housing estates, HA will take into account the relevant government policies and planning requirements to plan for the retail and carparking facilities in the estates. Factors such as the scales of the estates under planning and the availability of shopping centres, retail and carparking facilities in the vicinity will also be considered during the process. Relevant departments and organisations, such as District Councils (DCs), will be consulted. If necessary, HA will commission consultants at the planning stage to carry out retail facility studies to determine the appropriate retail facilities to be provided for the new estates. It will also take into consideration the operational and financial viability and suitability of the facilities, etc.

7. As at the end of December 2017, there were some 1.74 million square metres of non-domestic facilities under HA, among which over 60% were welfare and community facilities, as well as shops and market stalls. In addition, there were 151 carparks under HA providing a total of around 30 000 parking spaces. Given the limited space in public housing estates and under the premise of ensuring adequate open space for residents' access and leisure, HA will endeavour to balance residents' needs for various facilities and consider increasing the provision of non-domestic facilities where feasible, with a view to providing residents with various community, educational, welfare and retail facilities. In recent years, HA has also put on trial a number of initiatives including mobile banking, mobile Chinese medical services and

parcel lockers for online shopping deliveries, so as to expand the variety of services for estate residents.

Establishment of Bazaars

8. There are views in the community that bazaars can provide more shopping choices for the public. The Government adopts a positive attitude towards specific bottom-up proposals for organising bazaars. Organisations concerned should identify suitable venues and obtain the support from local communities and respective DCs. Furthermore, consideration should be given to avoid public order and safety, food safety and environmental hygiene being compromised and obstructions to public passageway being caused. HA has been working proactively to complement the Government's policy regarding bazaar. Should any local individuals or organisations identify suitable venues to organise bazaars in public housing estates, they may put forward specific proposals. After the local communities and the respective DCs have given their support to such proposals, HA, as the venue manager, will consider their feasibility on the basis of the actual circumstances of the estates concerned, and assist the proponents to consult the residents and other stakeholders of the estates through the Estate Management Advisory Committees. In case the lots concerned involve other owners, land leases and deeds of mutual covenant, HA will provide assistance to the proponents in consulting other owners and the Lands Department on the proposals.

9. Members are invited to note the content of the paper.

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