

香港特別行政區政府  
The Government of the Hong Kong Special Administrative Region

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26 April 2017

Clerk to Subcommittee  
Legislative Council  
Legislative Council Complex  
1 Legislative Council Road  
Central, Hong Kong  
(Attn: Ms Doris LO)

Dear Ms LO,

**Subcommittee on Two Proposed Resolutions under the Fixed Penalty  
(Traffic Contraventions) Ordinance and the Fixed Penalty (Criminal  
Proceedings) Ordinance**

**Follow-up to meeting on 21 March 2017**

At the above meeting, the Subcommittee requested the Government to provide supplementary information/response. Our response to the list of follow-up actions is enclosed at Annex.

Yours sincerely,

A handwritten signature in black ink, appearing to be 'Winnie WY WONG'.

( Ms Winnie WY WONG )  
for Secretary for Transport and Housing

- (a) **whether the Legislative Council ("LegCo") may prescribe, by resolution, different levels of fixed penalties (which may be the same as the current level of penalty of \$320 or such larger amount) instead of a uniform penalty for the different offences as provided for in section 4, 5, 6, 7, 8, 9, 10 or 11(1) of the Fixed Penalty (Traffic Contraventions) Ordinance (Cap. 237) (i.e. 21 items of offences as detailed at Annex A of the LegCo Brief (File Ref: THB(T) L1/12/65)) pursuant to section 13 of Cap. 237 which provides that there shall be a fixed penalty for a contravention of any of the provisions of section 4, 5, 6, 7, 8, 9, 10 or 11(1) which shall be \$200 or such larger amount as may be prescribed by the LegCo by resolution.**

Section 13 of the Fixed Penalty (Traffic Contraventions) Ordinance (Cap. 237) provides that "[t]here shall be a fixed penalty for a contravention of any of the provisions of section 4, 5, 6, 7, 8, 9, 10 or 11(1) which shall be \$200 or such larger amount as may be prescribed by the Legislative Council by resolution". *[underline added]*

It is a matter of statutory interpretation as to whether the Legislative Council ("LegCo") may prescribe, by resolution, different fixed penalties (which may be the same as the current level of penalty of \$320 or such larger amount) for contravention of different provisions (i.e. section 4, 5, 6, 7, 8, 9, 10 or 11(1)) provided in section 13 of Cap. 237.

There is only one fixed penalty set out in section 13. LegCo may prescribe a "larger amount" by resolution. The ordinary and natural meaning of section 13 is that LegCo may only increase the amount of the fixed penalty set out therein. There is nothing to suggest that this includes a power to prescribe different levels of fixed penalties for contravention of different provisions. This view is reinforced by long title of the Ordinance: "To provide for a fixed penalty to be payable for various contraventions of the law...". *[underline added]* The Explanatory Memorandum of the Bill in 1970 was also in similar terms:

“The purpose of this Bill is to provide a fixed penalty for obstruction, parking and other similar traffic contraventions.... *[underline added]*

...

Clause 13        The fixed penalty for a contravention of any of the provisions of clauses 4 to 11 is thirty dollars. The Legislative Council, may, by resolution, fix a larger amount.” *[underline added]*

The Government is of the view that LegCo has not been empowered to prescribe by resolution under section 13 different levels of fixed penalties for different contraventions under Cap. 237.

**(b)(i) statistics on –  
the ratios of the number of vehicles to the number of fixed penalty tickets ("FPTs") issued in respect of Congestion-Related Traffic Offences, and the number of vehicles to the number of parking spaces in 1994, comparing to such ratios in 2016 as well as the latest figures in 2017**

The revised fixed penalty in 1994 became effective on 1 June in that year and thus the numbers of Fixed Penalty Tickets (FPTs) issued in 1994 (whole year) cannot reflect the impact of the increase in the level of penalties. Therefore, apart from providing the figures in 1994, we also provide the figures in 1995 and 2005 (i.e. the mid-point of the 22 years between 1994 and 2016) so as to provide more comprehensive figures. The table below sets out the number of the FPTs in respect of Congestion-Related Traffic Offences<sup>1</sup> and the number of all licensed vehicles in 1994, 1995, 2005 and 2016<sup>2</sup>, together with the corresponding ratios of FPT to vehicle.

	<b>1994</b>	<b>1995</b>	<b>2005</b>	<b>2016</b>
(a) No. of FPTs	2 139 526	1 982 551	599 233	1 627 511
(b) No. of all licensed vehicles (at end of year)	462 410	466 068	540 640	745 677
FPT to vehicle ratio = (a) / (b)	4.63	4.25	1.11	2.18

The number of FPTs issued in respect of Congestion-Related Traffic Offences decreased since 1994, with a drop of 7% in the following year (i.e. 1995) after the increase in the level of penalties, decreased further to 599 233 in 2005, but increased to 1 627 511 in 2016.

<sup>1</sup> Congestion-Related Traffic Offences herein referred to the offences under the Fixed Penalty (Traffic Contraventions) Ordinance (Cap. 237) and six offences of the Fixed Penalty (Criminal Proceedings) Ordinance (Cap. 240) (viz. items 9, 12, 13, 18, 20 and 48 of the Schedule to Cap. 240).

<sup>2</sup> The provisional figure of FPTs issued in the first two months of 2017 is 278 465.

The table below sets out the number of licensed vehicles in 1994, 2005 and 2016 (at end of year), as well as in February 2017, together with the corresponding ratio of parking spaces to vehicles.

	<b>1994</b>	<b>2005</b>	<b>2016</b>	<b>February 2017</b>
(a) No. of designated parking spaces <sup>3</sup>	449 085	666 342	742 938	744 238
(b) No. of designated licensed vehicles <sup>4</sup>	425 520	503 076	706 126	710 398
Parking space to vehicle ratio = (a) / (b)	1.06	1.32	1.05	1.05

There is only a slight difference in the above ratios of parking spaces to vehicles in 1994 and 2016.

<sup>3</sup> Designated parking spaces refer to the parking spaces located at roadside with and without meters, short term tenancy public car parks, private premises/buildings, government premises/buildings, government multi-storey car parks, including parking spaces for Motor Cycles, Motor-tricycles, Private Cars, Non-franchised Buses, Light Goods Vehicles, Medium Goods Vehicles and Heavy Goods Vehicles, but excluding parking spaces for Taxis, Franchised Buses, Public Light Buses, Private Light Buses, Special Purpose Vehicles and Government Vehicles because most of them should be parked at depots, bus stops within public transport termini as well as stands. As regards taxis, they generally operate on the road round the clock and their parking demand is mainly short duration stay.

<sup>4</sup> Including Motor Cycles, Motor-tricycles, Private Cars, Non-franchised Buses, Light Goods Vehicles, Medium Goods Vehicles and Heavy Goods, but excluding Taxis, Public Light Buses, Private Light Buses, Franchised Buses, Special Purpose Vehicles and Government Vehicles.

**(b)(ii) statistics on –  
breakdown of the 1.63 million FPTs issued in respect of  
Congestion-Related Traffic Offences in 2016 by district**

The table below sets out the breakdown of the number of FPTs in respect of Congestion-Related Traffic Offences<sup>5</sup> in 2016 by Police district<sup>6</sup> :

<b>Region</b>	<b>Police District</b>	<b>Total</b>
Hong Kong Island	Central	66 951
	Wan Chai	63 564
	Western	102 290
	Eastern	83 284
	Other Units *	20 649
	<b>Total</b>	<b>336 738</b>
Kowloon East	Wong Tai Sin	80 805
	Kwun Tong	104 130
	Sau Mau Ping	48 622
	Other Units *	5 009
	<b>Total</b>	<b>238 566</b>
Kowloon West	Yau Tsim	132 196
	Mong Kok	114 498
	Sham Shui Po	84 916
	Kwloon City	124 266
	Other Units *	3 380
	<b>Total</b>	<b>459 256</b>
New Territories South	Tsuen Wan	55 564
	Sha Tin	92 355
	Kwai Tsing	65 754
	Lantau	7 612
	Other Units *	3 812
	<b>Total</b>	<b>225 097</b>
New Territories North	Border	4 937
	Yuen Long	141 561
	Tai Po	152 753
	Tuen Mun	63 788
	Other Units *	4 815
	<b>Total</b>	<b>367 854</b>
<b>Grand Total</b>		<b>1 627 511</b>

\* Other units mainly include Traffic Formation and Emergency Unit of the concerned Regions.

<sup>5</sup> Congestion-Related Traffic Offences herein referred to the offences under the Fixed Penalty (Traffic Contraventions) Ordinance (Cap. 237) and six offences of the Fixed Penalty (Criminal Proceedings) Ordinance (Cap. 240) (viz. items 9, 12, 13, 18, 20 and 48 of the Schedule to Cap. 240).

<sup>6</sup> District Council districts are different from Police districts, e.g. the Southern District comprises Aberdeen and Stanley areas (under the Western Police District) and Shek O (under the Eastern Police District).

**(b)(iii) statistics on –  
the rate of increase in the number of private cars in Hong Kong  
in recent years comparing to that in adjacent cities**

The table below sets out the number of private cars in Hong Kong from 2011 to 2016, together with those concerned figures from four adjacent cities, with the corresponding year-on-year percentage changes in square brackets.

According to our understanding, different measures are being adopted in those adjacent cities to control car growth. For Singapore, the Singapore government has adopted a vehicle quota system since 1990. Those who wish to purchase a new vehicle in Singapore must first obtain a Certificate of Entitlement through an open and competitive bidding process. Car growth could be very effectively controlled by the number of Certificate of Entitlement released in a year. For Shenzhen, a 5-year “Interim Provision of Shenzhen on Car Increment Control” has been implemented since end 2014, with an annual quota of 100 000 private cars. 60% of the quotas are allocated through a lottery system and 40% of the quotas are released through bidding process. For Tokyo, people who wish to purchase a car must first obtain a parking space certificate to demonstrate that a parking space is available for use by the holder of the certificate within a distance of 2 km from his residence.

	<b>Hong Kong</b> (Note 1)	<b>Singapore</b> (Note 2)	<b>Shenzhen</b> (Note 3)	<b>Tokyo</b> (Note 4)	<b>Taipei City</b> (Note 5)
<b>2011</b>	434 843	603 723	1 395 800	3 122 447	664 044
<b>2012</b>	454 697 [+4.6%]	617 570 [+2.3%]	1 634 300 [+17.1%]	3 122 277 [0.0%]	675 228 [+1.7%]
<b>2013</b>	475 752 [+4.6%]	621 345 [+0.6%]	1 969 500 [+20.5%]	3 124 782 [+0.1%]	686 234 [+1.6%]
<b>2014</b>	495 038 [+4.1%]	616 609 [-0.8%]	2 492 400 [+26.5%]	3 138 315 [+0.4%]	702 239 [+2.3%]

	<b>Hong Kong</b> (Note 1)	<b>Singapore</b> (Note 2)	<b>Shenzhen</b> (Note 3)	<b>Tokyo</b> (Note 4)	<b>Taipei City</b> (Note 5)
<b>2015</b>	521 852 [+5.4%]	602 311 [-2.3%]	2 547 800 [+2.2%]	3 140 651 [+0.1%]	712 990 [+1.5%]
<b>2016</b>	536 025 [+2.7%]	601 257 [-0.2%]	Not yet available	3 147 376 [+0.2%]	718 400 [+0.8%]

Note 1: The figures shown are the number of licensed private cars as at 31 December of the year published by the HKSAR Transport Department.

Note 2: The figures shown are the number of cars and station-wagons, including private cars, company cars, tuition cars, rental cars and off peak cars, as at 31 December of the year published by the Singapore Land Transport Authority.

Note 3: The figures shown are the number of private cars (私人小汽車) as at 31 December of the year published by the Statistics Bureau of Shenzhen Municipality.

Note 4: The figures shown are the number of private cars (“乘用車”) as at 31 March of the year published by the Automobile Inspection & Registration Information Association, Japan.

Note 5: The figures shown are the number of registered private and business cars as at 31 December of the year published by the Taipei City Motor Vehicles Offices.



**(b)(iv) statistics on –  
the current number, distribution and utilisation of parking spaces  
by district**

The table below sets out the number of designated parking spaces by district, together with the utilisation rates of the parking spaces in the short term tenancy (STT) public car parks. The utilisation rates of parking spaces in public car parks managed by the contractors of the Transport Department are tabulated in part (b)(v). The Government does not have utilisation rate of privately owned public car parks.

District	No. of designated parking spaces <sup>7</sup> (as at Feb 2017)	Utilisation Rate for STT Public Car Park (as at Dec-2016) <sup>8</sup>	
		Day-time (0900 – 1700)	Night-time (0000 – 0400)
Central & Western	41 469	28%	63%
Wan Chai	36 170	n/a <sup>9</sup>	n/a <sup>9</sup>
Eastern	53 825	56%	73%
Southern	42 112	46%	56%
Yau Tsim Mong	37 637	75%	71%
Sham Shui Po	34 020	58%	77%
Kowloon City	52 913	49%	66%
Wong Tai Sin	24 726	69%	67%
Kwun Tong	53 879	67%	74%
Tsuen Wan	38 523	67%	67%
Tuen Mun	44 200	46%	83%
Yuen Long	43 499	45%	89%
North	24 161	48%	72%

<sup>7</sup> Designated parking spaces refer to the parking spaces located at roadside with and without meters, short term tenancy public car parks, private premises/buildings, government premises/buildings, government multi-storey car parks, including parking spaces for Motor Cycles, Motor-tricycles, Private Cars, Non-franchised Buses, Light Goods Vehicles, Medium Goods Vehicles and Heavy Goods Vehicles, but excluding parking spaces for Taxis, Franchised Buses, Public Light Buses, Private Light Buses, Special Purpose Vehicles and Government Vehicles because most of them should be parked at depots, bus stops within public transport termini as well as stands. As regards taxis, they generally operate on the road round the clock and their parking demand is mainly short duration stay.

<sup>8</sup> The utilisation rate is based on a snapshot survey undertaken during the time period specified.

<sup>9</sup> There is no STT public car park at Wan Chai.

<b>District</b>	<b>No. of designated parking spaces<sup>7</sup> (as at Feb 2017)</b>	<b>Utilisation Rate for STT Public Car Park (as at Dec-2016)<sup>8</sup></b>	
		<b>Day-time (0900 – 1700)</b>	<b>Night-time (0000 – 0400)</b>
Tai Po	30 787	57%	74%
Sai Kung	43 478	58%	68%
Sha Tin	76 051	58%	78%
Kwai Tsing	48 971	46%	73%
Island	18 052	37%	45%
<b>Total</b>	<b>744 238</b>		

**(b)(v) statistics on –  
the current utilisation of parking spaces in those public car parks  
that are outsourced to private companies for management and  
operations**

The table below sets out the utilisation rates of parking spaces as at February 2017 in public car parks managed by the contractors of the Transport Department.

**Utilisation rates of parking space for private cars and van type goods  
vehicles**

<b>Public Car Parks managed by the contractors of the Transport Department</b>	<b>No. of Parking Space</b>	<b>Average Utilisation Rate</b>		
		<b>Daily</b>	<b>Day-time (0800 – 2300)</b>	<b>Night-time (2300 - 0800)</b>
Star Ferry	380	47%	65%	13%
City Hall	170	30%	42%	6%
Murray Road	388	46%	56%	25%
Rumsey Street	835	66%	75%	49%
Tin Hau	429	75%	80%	65%
Shau Kei Wan	386	85%	87%	83%
Aberdeen	293	76%	71%	85%
Yau Ma Tei	770	64%	74%	45%
Sheung Fung Street	268	90%	89%	92%
Kwai Fong	552	73%	74%	72%
Tsuen Wan	545	88%	90%	84%
Kennedy Town	195	78%	80%	74%
Sheung Shui Park and Ride	91	78%	89%	59%

### Utilisation rates of parking space for motorcycles

Public Car Parks managed by the contractors of the Transport Department	No. of Parking Space	Average Utilisation Rate		
		Daily	Day-time (0800 – 2300)	Night-time (2300 - 0800)
Star Ferry	37	59%	68%	44%
City Hall	27	78%	80%	70%
Murray Road	55	62%	65%	57%
Rumsey Street	148	72%	73%	69%
Tin Hau	75	83%	82%	85%
Shau Kei Wan	72	75%	72%	82%
Aberdeen	51	73%	70%	77%
Yau Ma Tei	76	80%	79%	81%
Sheung Fung Street	74	73%	68%	82%
Kwai Fong	93	70%	69%	70%
Tsuen Wan	34	76%	74%	80%
Kennedy Town	37	86%	84%	93%
Sheung Shui Park and Ride	0	-	-	-

**(b)(vi) statistics on –  
the current number and distribution of on-street parking spaces  
with and without parking meters by district**

The table below sets out the numbers of metered and non-metered on-street parking spaces by district as at February 2017.

District	No. of on-street parking spaces		
	Metered	Non-Metered	Total
Central & Western	546	638	1 184
Wan Chai	970	651	1 621
Eastern	499	699	1 198
Southern	678	706	1 384
Yau Tsim Mong	1 925	1401	3 326
Sham Shui Po	1 320	835	2 155
Kowloon City	2 410	932	3 342
Wong Tai Sin	402	428	830
Kwun Tong	465	722	1 187
Tsuen Wan	513	790	1 303
Tuen Mun	1 174	1215	2 389
Yuen Long	972	1205	2 177
North	1 153	1020	2 173
Tai Po	1 438	646	2 084
Sai Kung	1 165	1713	2 878
Sha Tin	1 599	730	2 329
Kwai Tsing	510	805	1 315
Island	192	544	736
<b>Total</b>	<b>17 931</b>	<b>15 680</b>	<b>33 611</b>

**(b)(vii) statistics on –  
the number of on-street parking spaces with parking meters in each of the past ten years, and the projected provisions in each of the next ten years**

The table below sets out the numbers of on-street parking spaces with parking meters from 2007 to 2017 (as at February 2017). The Government does not have projected provisions for this type of parking spaces. The numbers of non-metered on-street parking spaces, off-street parking spaces, and their totals are also provided for reference.

Year	No. of On-Street Parking Spaces			No. of Off-street Parking Spaces	Total No. of designated parking spaces <sup>10</sup>
	Metered parking spaces	Non-metered	Total		
2007	17 907	11 802	29 709	657 121	686 830
2008	17 924	12 150	30 074	661 978	692 052
2009	18 039	12 596	30 635	677 029	707 664
2010	18 033	13 006	31 039	678 536	709 575
2011	17 966	13 265	31 231	678 551	709 782
2012	18 046	15 197	33 243	687 352	720 595
2013	18 047	14 895	32 942	690 089	723 031
2014	17 911	15 021	32 932	692 780	725 712
2015	17 912	15 183	33 095	694 588	727 683
2016	17 920	15 594	33 514	709 424	742 938
2017 (as at February 2017)	17 931	15 680	33 611	710 627	744 238

<sup>10</sup> Designated parking spaces refer to the parking spaces located at roadside with and without meters, short term tenancy public car parks, private premises/buildings, government premises/buildings, government multi-storey car parks, including parking spaces for Motor Cycles, Motor-tricycles, Private Cars, Non-franchised Buses, Light Goods Vehicles, Medium Goods Vehicles and Heavy Goods Vehicles, but excluding parking spaces for Taxis, Franchised Buses, Public Light Buses, Private Light Buses, Special Purpose Vehicles and Government Vehicles because most of them should be parked at depots, bus stops within public transport termini as well as stands. As regards taxis, they generally operate on the road round the clock and their parking demand is mainly short duration stay.

**(c) extract of the Hong Kong Planning Standards and Guidelines on the provision of parking spaces**

Table 11 of Part 7 of Chapter 8 of the Hong Kong Planning Standards and Guidelines setting out the details of the standards and guidelines for parking facilities of different developments and facilities is enclosed at **Appendix**.

- (d) details of the assessment regarding the requirements for the provision of parking spaces in the traffic impact assessment ("TIA") conducted for the redevelopment of the Middle Road Car Park, and advice on whether TIA reports are available for public access**

The TIA Report for the redevelopment of the Middle Road Car Park was used to support the relevant planning applications in the past, and is available to the public as part of the submission for the planning application. The report, in English only, can be accessed at the following website: [http://www.info.gov.hk/tpb/en/papers/MPC/479-mpc\\_11-12.pdf](http://www.info.gov.hk/tpb/en/papers/MPC/479-mpc_11-12.pdf).



- (e) **whether the Administration had reviewed, including any internal reviews conducted within the relevant department/bureau, the levels of fixed penalty charges in respect of Congestion-Related Traffic Offences after the last increase in 1994; if it had conducted such review(s), the recommendations.**

In considering any proposed increase in fixed penalty charges relating to congestion-related traffic offences, the Government will take into account various factors, including the social, economic and illegal parking situation, etc. Based on available records, the Government proposed to the Legislative Council in March 1999 vide the Revenue Bill 1999 to increase the fixed penalty charges under the Fixed Penalty (Traffic Contraventions) Ordinance (Cap. 237) and the Fixed Penalty (Criminal Proceedings) Ordinance (Cap. 240) in line with inflation since 1994. The proposed increase was subsequently withdrawn due to strong reservations of the Legislative Council Bills Committee for the Revenue Bill 1999. The Government also consulted the Transport Panel of the Legislative Council in May 2015 on the series of recommendations submitted by the Transport Advisory Committee to alleviate the road traffic congestion in Hong Kong, one of which is to restore the deterrent effect of the fixed penalty for congestion-related offences to catch up with inflation.

Table 11 of Part 7 of Chapter 8 of the Hong Kong Planning Standards and Guidelines setting out the details of the standards and guidelines for parking facilities of different developments and facilities

**Table 11 : Parking Standards**

**Statement of Intent**

**1. (a) Parking standards for residential developments (Section 1)**

The overall intention of the standards is to ensure that subject to road capacity considerations, future residential developments should have sufficient parking provision to match the car ownership of residents.

**(b) Parking standards for community facilities (Section 2)**

The provision of parking for community facilities should generally be limited to operational requirements. Users of community facilities will generally be expected to use public transport or public car parks. However, for certain major GIC facilities such as cultural/recreational complexes which are of territorial significance, there may be a need to provide sufficient parking spaces commensurate with the nature of such facilities.

**(c) Parking standards for commercial facilities (Section 3)**

The overall intention of the standards is to ensure that, except in special circumstances, future commercial developments should have sufficient on-site parking to match manifest operational requirements.

**(d) Parking standards for industrial and business developments (Section 4)**

The overall intention of the standards is to ensure that sufficient parking and loading/unloading spaces are provided to satisfy requirements.

In all cases, the level of provision in a development is to be decided by the Authority. The standards serve to provide a guideline on which the Authority will base the decision.

**2. The parking standards have been formulated for new development areas, including comprehensive redevelopment projects. However, the Authority will need to have flexibility, within and beyond the standard ranges, to meet special circumstances, such as redevelopment in the built-up urban areas. The Authority will consider, inter alia, the following aspects of land use/transport interactions:**

(a) proximity to and quality of pedestrian access linking railway stations and other major public transport interchanges;

(b) availability of public transport services in the vicinity;

- (c) availability of public car parks in the locality;
- (d) projected road capacity and traffic volumes in both the immediate vicinity and the wider district;
- (e) feasibility of providing safe entry/exit points;
- (f) existence of closed road permit policies (e.g. South Lantau Island);
- (g) area and shape of specific site; and
- (h) parking demand and supply condition in the vicinity.

### **3. General Notes**

- (a) The Authority shall be the Director of Lands in respect of leases, the Building Authority in respect of building plans, and the respective District Planning Conferences in respect of planning briefs, taking advice from Transport and other relevant Departments.
- (b) The minimum provision of parking agreed by the Authority shall not normally count for the gross floor area of a proposed development; any higher provision may be counted for gross floor area. The agreed standard shall, where appropriate, be incorporated in lease conditions.
- (c) For all unspecified commercial and community facilities, provision shall be determined by the Authority in line with the Statement of Intent. Wherever feasible, provision shall be within the site.
- (d) All traffic access dimensions shall be in accordance with specifications in the Buildings Ordinance and appropriate standard drawings of the Highways Department and details of design in the Transport Department's Transport Planning and Design Manual.
- (e) Where different types of development (e.g. residential development, community facilities) are included on the same site, the appropriate standards should be applied cumulatively; some reduction may be permitted, however, when it is evident that demand will occur substantially at different times.
- (f) In all non-residential developments, additional parking spaces for motorcycles at the rate of 5 to 10% of the total provision for private cars with respect to each type of development should be provided. In the case of subsidised housing, the calculation shall be based on 1 motorcycle parking space per 110-250 flats excluding one person/two persons flats as well as non-residential elements. In the case of private housing, the calculation shall be based on 1 motorcycle parking space per 100-150 flats excluding

non-residential elements. As a general guideline, parking spaces for motorcycles, whether on-street or off-street, should be 1m (width) x 2.4m (length). However, in cases of site constraint, a minimum standard of 1m x 2m could be considered acceptable.

(g) Dimensions for standard parking spaces and loading/unloading bays are as follows:

Type of Parking Space	Length (m)	Width (m)	Minimum Headroom (m)
Private Cars and Taxis	5	2.5	2.4
Light Goods Vehicles (LGV)	7	3.5	3.6
Medium / Heavy Goods Vehicles (MGV/HGV)	11	3.5	4.7
Container Vehicles	16	3.5	4.7
Coaches and buses	12	3.5	3.8
Light buses	8	3.0	3.3

Notes:

- i) Buses mean a motor vehicle constructed or adapted for the carriage of more than 16 passengers and their personal effects.
- ii) Light buses mean a motor vehicle having permitted gross vehicle weight not exceeding 4 tonnes which is constructed or adapted for use solely for the carriage of not more than 16 passengers and their personal effects, but does not include an invalid carriage, motorcycle, motor tricycle, private car and taxi.
- iii) Minimum headroom means the clearance between the floor and the lowest projection from the ceiling, including any lighting units, ventilation duct, conduits or similar installations
- iv) The design of lay-bys would be subject to the satisfaction of Transport Department.

(h) Parking for persons with disabilities:

- i) Sufficient number of off-street car parking spaces shall be designated as parking for persons with disabilities as below.
- ii) The requirements of parking for persons with disabilities in residential developments, commercial facilities, industrial, business developments, community facilities and other developments with reference to Regulation 72 of the Building (Planning) Regulations are as follows:

<b>Total No. of Car Parking Space in Lot</b>	<b>Required No. of Accessible Car Parking Spaces</b>
1-50	1
51-150	2
151-250	3
251-350	4
351-450	5
Above 450	6

- iii) In addition to the above requirements, where (a) the residential development is required to provide visitor parking spaces, at least one visitor car parking space shall be provided in accordance with the requirements for accessible parking space which will enable persons with disabilities to use without undue difficulties, and (b) for medical facilities, at least one of the visitor parking spaces for persons with disabilities shall be located in close proximity to Accident and Emergency (A & E) departments.
- iv) Where the number of accessible parking spaces to be provided are more than the required provision as stated in para. (h)(ii) above, the additional accessible parking spaces may be used by persons without disabilities when there is no demand.
- v) Accessible parking spaces shall be located on horizontal and level ground and closer to accessible entrances. For a multi-storey car park, these parking spaces shall be provided on each level in order to achieve greater access in terms of accessible entrance and convenience. If a communal car park serves different buildings, accessible parking spaces shall be dispersed so that convenient access to each building is provided.
- vi) The minimum width for an accessible parking space shall be 3.5m. Where there is more than one accessible parking space to be provided, the effect of the additional width can be lessened by having a shared common loading/unloading area with a width of 1.2m and the width of such parking spaces shall be not less than 2.5m. The parking spaces should be provided in covered areas as far as possible. The technical details and design on parking for drivers with disabilities are provided in Volume 6 Chapter 8 of TPDM and the Third Schedule to the Building (Planning) Regulations, Cap 123F.
- vii) Signage clearly indicating the exact locations of the designated parking spaces for persons with disabilities shall be erected in a conspicuous place at the entrance of the car park and where appropriate in the development. The signage is required to be placed so as not to be obscured and can be seen from the driver's seat.

## Details of Standards

### Section 1 : Parking Standards for Residential Developments

Type of Development	Parking Requirements		Loading/Unloading Requirements		
	Standards	Remarks	Standards	Remarks	
1. Subsidised Housing –	- Private Car:		Provision of minimum 1 loading / unloading bay around each residential block for service vehicles.		
	Global Parking Standard (GPS)	1 car space per 6-9 flats			
	Demand Adjustment Ratio (R1)	All Subsidised Housing 0.23			
	Accessibility Adjustment Ratio (R2)	Within a 500m-radius of rail station <small>[see Note (2)]</small>			0.85
		Outside a 500m-radius of rail station <small>[see Note (2)]</small>			1
Parking Requirement = GPS x R1 x R2					
- Light Goods Vehicle: 1 LGV space per 200-600 flats					
- Medium Goods Vehicle:  No fixed standard. To utilize estate commercial centre loading/unloading bays for overnight parking in estates.					

*(Refer to Statement of Intent for further guidance)*

Table 11 Section 1 (cont'd)

Type of Development	Parking Requirements			Loading/Unloading Requirements		
	Standards			Standards	Remarks	
2. Private Housing –	- Private Car:			See Notes (1)& (4) – (6).	<ul style="list-style-type: none"> <li>– Minimum of 1 loading / unloading bay for goods vehicles within the site for every 800 flats or part thereof, subject to a minimum of 1 bay for each housing block or as determined by the Authority.</li> <li>– Space should also be provided around each block for service vehicles.</li> </ul>	
	Global Parking Standard (GPS)		1 car space per 6-9 flats			
	Demand Adjustment Ratio (R1)	Flat Size (FS) (m <sup>2</sup> ) (GFA)	FS ≤ 40			0.4
			40 < FS ≤ 70			0.7
			70 < FS ≤ 100			2.1
			100 < FS ≤ 130			5.5
			130 < FS ≤ 160			7.5
	Accessibility Adjustment Ratio (R2)	Within a 500m-radius of rail station <sup>[see Note (4)]</sup>				0.75
		Outside a 500m-radius of rail station <sup>[see Note (4)]</sup>				1.00
	Development Intensity Adjustment Ratio (R3)	Domestic Plot Ratio (PR)	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 x R3						
3. Village Housing	– Up to 1 car parking space for each standard NTEH (65m <sup>2</sup> ), with 10-15% of provision for overnight goods vehicles.			– Provision generally in communal parking area(s) within the village environ.	-	

(Refer to Statement of Intent for further guidance)

Notes:

All Residential Developments

- (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.

Subsidised Housing

- (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 irrespective of the configuration and layout of the station.
- (3) "One person/two persons" flats shall be excluded from the calculation of the overall parking provision of both car parking spaces and LGV spaces.

Private Housing

- (4) 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.
- (5) The standard for the developments of flat size greater than 160m<sup>2</sup> is a minimum requirement. Request for provision beyond the standard will be considered by Transport Department on a case-by-case basis.
- (6) 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.

*(Refer to Statement of Intent for further guidance)*



## Section 2 : Parking Standards for Community Facilities

Type of Development	Parking Requirements		Loading/Unloading Requirements	
	Standards	Remarks	Standards	Remarks
1. Education				
(a) Primary Schools	<ul style="list-style-type: none"> <li>- 1 car parking space for every 4 to 6 classrooms.</li> </ul>	<ul style="list-style-type: none"> <li>- Provision covers school principal, senior teachers, itinerant specialist teachers, inspectors and visitors.</li> <li>- Punctual arrival at work is especially important for principals and senior teachers for assemblies / supervision.</li> </ul>	<ul style="list-style-type: none"> <li>- 1 lay-by for taxis and private cars for every:                             <ul style="list-style-type: none"> <li>(i) 2 to 3 classrooms in primary schools;</li> <li>(ii) 3 to 5 classrooms in secondary schools and technical institutes.</li> </ul> </li> <li>- For school buses, there should be a minimum of 3 lay-bys within the school boundary for primary schools and up to 3 lay-bys for secondary schools. However, for all schools within public housing estates, the requirement for bus lay-bys should be examined on an individual basis taking account of the catchment area and the expected traffic conditions on the roads with the estate.</li> </ul>	
(b) Secondary Schools and Technical Institutes	<ul style="list-style-type: none"> <li>- 1 car parking space for every 3 to 4 classrooms.</li> </ul>			

*(Refer to Statement of Intent for further guidance)*

Table 11 Section 2 (cont'd)

Type of Development	Parking Requirements		Loading/Unloading Requirements	
	Standards	Remarks	Standards	Remarks
(c) Special Schools	– 1 car parking space for every 4 to 8 classrooms.	– Usually combined for both primary and secondary pupils.	– 1 lay-by for taxis and private cars for every 2 to 3 classrooms.  – A minimum of 3 lay-bys for school buses (within the site).	– Provision is mainly to meet normal and emergency requirements of mentally and/or physically handicapped pupils.
(d) Kindergartens	– 0 to 1 car parking space per 4 to 6 classrooms.	– Nil provision may be permitted for those kindergartens within general purpose buildings.	– 1 lay-by for taxis and private cars for every 5 to 8 classrooms.  – A minimum of 2 lay-bys for school buses. (Note: The requirement may be substituted by 5 lay-bys of size 3m x 7m for mini-bus / nanny van which can provide a total number of seats equivalent to that provided by 2 large school buses.)	– Nil provision may be permitted for those kindergartens within general purpose buildings.
(e) Tertiary Institutions	In general, no standards should apply. To be determined by the Authority.			

*(Refer to Statement of Intent for further guidance)*

Note:

1. For schools and kindergartens within public housing estates, the carparking provisions, taxi and private car lay-bys and loading/unloading provisions should be subject to the requirements of Housing Authority.

Table 11 Section 2 (cont'd)

Type of Development	Parking Requirements		Loading/Unloading Requirements	
	Standards	Remarks	Standards	Remarks
2. Medical (a) Clinics and Polyclinics	<ul style="list-style-type: none"> <li>- 1 to 1.5 car parking spaces for each consulting room.</li> <li>- Additionally, for polyclinics, 3 parking spaces (9m x 3m) for ambulances.</li> </ul>	<ul style="list-style-type: none"> <li>- Spaces are intended for operational needs and not for out-patients' parking. However, 1 to 2 spaces should be reserved for disabled persons driving their own cars.</li> </ul>	<ul style="list-style-type: none"> <li>- 1 to 2 lay-bys (9m x 3m) for ambulances to be provided under cover.</li> <li>- 0 to 1 taxi/private car lay-by per consulting room to be provided under cover</li> <li>- 1 to 2 lay-bys for MGVs/HGVs.</li> </ul>	<ul style="list-style-type: none"> <li>- Provision should be adequate to serve the special requirements of handicapped persons.</li> </ul>
(b) Hospitals	<ul style="list-style-type: none"> <li>- 1 car parking space per 3 to 12 beds.</li> <li>- In addition, 2 to 5 spaces should be allocated for disabled visitor parking.</li> <li>- Additionally, for hospitals with Accident and Emergency (A+E) departments, 8 parking spaces (9m x 3m) for ambulances and for hospitals</li> </ul>	<ul style="list-style-type: none"> <li>- In determining the number of car parking spaces to be provided within the range permitted, it should be noted that hospitals with A+E departments require more parking spaces than other hospitals. Spaces are normally intended for operational needs, but some spaces are recommended for visitors, especially at hospitals which provide emergency services. Adequacy of public transport facilities, the availability of public parking in the vicinity, and the location of the hospitals should be taken into account in assessing the overall parking requirement and the need for visitor parking.</li> </ul>	<ul style="list-style-type: none"> <li>- 1 lay-by for taxis and private cars to be provided under cover for every: <ul style="list-style-type: none"> <li>(i) 80 beds, or part thereof, in hospitals with A+E departments.</li> <li>(ii) 160 beds, or part thereof, in hospitals without A+E departments.</li> </ul> </li> <li>- 1 lay-by (8m x 3m) for PLBs or maxicabs for every:</li> </ul>	<ul style="list-style-type: none"> <li>- Provision should be adequate to serve the special requirements of handicapped persons..</li> </ul>

*(Refer to Statement of Intent for further guidance)*

Table 11 Section 2 (cont'd)

Type of Development	Parking Requirements		Loading/Unloading Requirements	
	Standards	Remarks	Standards	Remarks
	without A+E departments, 3 parking spaces (9m x 3m) for ambulances.	<ul style="list-style-type: none"> <li>- If visitor parking is provided, a number of the most conveniently located spaces should be reserved for emergency cases.</li> <li>- Disabled visitor parking spaces should be located at the most convenient places for disabled drivers visiting the out-patients departments and A+E departments.</li> </ul>	<ul style="list-style-type: none"> <li>(i) 200 beds, or part thereof, in hospitals with A+E departments.</li> <li>(ii) 400 beds, or part thereof, in hospitals without A+E departments.</li> <li>- ambulance lay-bys: <ul style="list-style-type: none"> <li>(i) 2 for hospitals with A+E departments.</li> <li>(ii) 1 to 2 for hospitals without A+E departments.</li> <li>(iii) all lay-bys to be under cover.</li> </ul> </li> <li>- 1-3 lay-bys for MGVs/HGVs.</li> </ul>	

*(Refer to Statement of Intent for further guidance)*

**Note:**

1. For private clinics/polyclinics within public housing estates, the car parking provisions, taxi and private car lay-bys and loading/unloading provisions should be subject to the requirements of Housing Authority.

Table 11 Section 2 (cont'd)

Type of Development	Parking Requirements		Loading/Unloading Requirements	
	Standards	Remarks	Standards	Remarks
3. Churches	– Up to 1 car parking space for every 16 seats or equivalent.	– The term "church" includes other places of worship such as temples and mosques.  – In determining parking requirements within the range of standards given, account should be taken of such factors as location, size of church and proximity to public transport.	– One to two bays (9m x 3.5m) for small coaches.	
4. Electric Substations	– 66kV and above substation, one space for private car.	– To be provided in the open yard within each substation site.	– One HGV/MGV space.	– To be provided in the access corridor or open yard within each substation site.
	– 33kV substation, one space for private car.		– One LGV space.	– To be provided in the open yard within each substation site.
5. Arts Venues	In general, no standards should apply. To be determined by the Authority.			

*(Refer to Statement of Intent for further guidance)*

### Section 3 : Parking Standards for Commercial Facilities

Type of Development	Parking Requirements		Loading/Unloading Requirements	
	Standards	Remarks	Standards	Remarks
1. Retail	<p>– Zone 1 areas:</p> <p>1 car space per 200 - 300m<sup>2</sup> GFA.</p> <p>– Zones 2 and 3 areas:</p> <p>For the first 2 000m<sup>2</sup> GFA:</p> <p>1 car space per 40-50m<sup>2</sup> GFA.</p> <p>Above 2 000m<sup>2</sup> GFA:</p> <p>1 car space per 150 - 200m<sup>2</sup> GFA.</p>	<p>– Generally nil provision is permitted for small road-side retail shops which are mainly serving local residents.</p> <p>– Retail is taken to include restaurants and allied services commonly found in shopping complexes, but not retail markets apart from those integrated in location and design with the centre.</p> <p>– For retail centres within public housing developments, the requirement should be related to the findings of the pertinent Housing Department retail viability study.</p>	<p>– 1 loading/ unloading bay for goods vehicles for every 800 to 1 200m<sup>2</sup>, or part thereof, GFA.</p>	<p>– Large comprehensive developments may be allowed to adopt the low side of the provision due to economy of scale.</p> <p>– Points of access should not interrupt the main shopping frontage.</p> <p>– The manoeuvring of goods vehicles should be within the curtilages of the site; generally no reversing movement into/ from a public road will be permitted.</p>

*(Refer to Statement of Intent and General Notes for Section 3 for further guidance)*

#### General Notes for Section 3:

1. Provision referring to gross floor area (GFA) includes part thereof the specified m<sup>2</sup> GFA.
2. Goods vehicle provision is divided into 65% LGV and 35% HGV but does not apply to Housing Authority development.

Table 11 Section 3 (cont'd)

Type of Development	Parking Requirements		Loading/Unloading Requirements	
	Standards	Remarks	Standards	Remarks
2. Office	<ul style="list-style-type: none"> <li>- For the first 15 000m<sup>2</sup> GFA: 1 car space per 150 - 200m<sup>2</sup> GFA.</li> <li>- Above 15 000m<sup>2</sup> GFA: 1 car space per 200 - 300m<sup>2</sup> GFA.</li> </ul>	<ul style="list-style-type: none"> <li>- For office blocks with car lifts, adequate queuing spaces should be provided to avoid tailing back onto public roads.</li> <li>- Flexibility should be applied to permit a reduction of standards or nil provision for office blocks located very close to high capacity public transport systems, or for cases with severe site constraints.</li> </ul>	<ul style="list-style-type: none"> <li>- 1 loading/unloading bay for goods vehicles for every 2 000 to 3 000m<sup>2</sup> or part thereof, GFA.</li> <li>- For sites of at least 5 000m<sup>2</sup> net site area, 1 picking up/ setting down lay-by for taxis and private cars for every 20 000m<sup>2</sup>, or part thereof, GFA.</li> </ul>	<ul style="list-style-type: none"> <li>- Point of access should not interrupt any main shopping frontage.</li> <li>- The manoeuvring of goods vehicles should be within the curtilages of the site; generally no reversing movement into/ from a public road will be permitted.</li> </ul>
3. Retail Markets	<ul style="list-style-type: none"> <li>- Generally nil.</li> </ul>	<ul style="list-style-type: none"> <li>- Marketing is still mainly by pedestrians from the locality, making frequent trips for small purchases. However, parking provision in specific locations is not precluded.</li> </ul>	<ul style="list-style-type: none"> <li>- 1 medium/heavy goods vehicle bay per 20 - 30 large stalls, 1 medium/heavy goods vehicle bay per 40 - 60 small stalls. (Subject to a minimum provision of 2 medium / heavy goods vehicle bays.)</li> </ul>	<ul style="list-style-type: none"> <li>- The definitions of stall sizes will be according to relevant Tables in Chapter 6 of HKPSG.</li> <li>- The manoeuvring of goods vehicles should be within the curtilages of the site; generally no reversing movement into/ from a public road will be permitted.</li> </ul>

*(Refer to Statement of Intent and General Notes for Section 3 for further guidance)*

Table 11 Section 3 (cont'd)

Type of Development	Parking Requirements		Loading/Unloading Requirements	
	Standards	Remarks	Standards	Remarks
			<ul style="list-style-type: none"> <li>- 1 loading/ unloading bay, same dimensions as those for a medium/heavy goods vehicle, for each refuse collection point.</li> <li>- In preparation of development plans, some lay-bys for taxis and private cars should be incorporated in the vicinity of markets.</li> </ul>	<ul style="list-style-type: none"> <li>- Dry goods are generally still delivered at irregular intervals by bicycles or small vans.</li> <li>- To facilitate loading/unloading in the bulk purchasing of retail goods.</li> </ul>

*(Refer to Statement of Intent and General Notes for Section 3 for further guidance)*

Notes:

1. The provisions relating to retail markets apply to free standing retail markets and not those built as part of retail centres. Parking and loading/unloading bay provision for markets which are integrated in location and design with the retail centres should still be determined as part of the general retail requirement (see Type 1 of this Section) and be calculated according to the overall floor space of the retail centre, including any market area.
2. Flexibility in application of the standards is allowed in case of severe site constraints.



Table 11 Section 3 (cont'd)

Type of Development	Parking Requirements		Loading/Unloading Requirements																	
	Standards	Remarks	Standards	Remarks																
4. Hotels (a) Main Urban Areas & New Towns	<ul style="list-style-type: none"> <li>- 1 car space per 100 rooms.</li> <li>- In addition, for hotels with conference and banquet facilities: 0.5-1 car space per 200m<sup>2</sup> GFA of conference and banquet facilities.</li> </ul>	<ul style="list-style-type: none"> <li>- Car parking spaces are for the use of hotel limousines and the operational needs of staff.</li> </ul>	<ul style="list-style-type: none"> <li>- Loading/unloading bays for goods vehicles: 0.5-1 goods vehicle bay per 100 rooms.</li> <li>- Lay-by for taxi and private cars : <table border="1" style="margin-left: 20px;"> <thead> <tr> <th>Hotel Type</th> <th>Min. No.</th> </tr> </thead> <tbody> <tr> <td>≤299 rooms</td> <td>2</td> </tr> <tr> <td>300-599 rooms</td> <td>3</td> </tr> <tr> <td>≥600 rooms</td> <td>4</td> </tr> </tbody> </table> </li> <li>- Lay-by for single-deck tour buses: <table border="1" style="margin-left: 20px;"> <thead> <tr> <th>Hotel Type</th> <th>Min. No.</th> </tr> </thead> <tbody> <tr> <td>≤299 rooms</td> <td>1</td> </tr> <tr> <td>300-899 rooms</td> <td>2-3</td> </tr> <tr> <td>≥900 rooms</td> <td>3</td> </tr> </tbody> </table> </li> <li>- Additional provision for convention centres and banquet facilities to be determined by the Authority.</li> </ul>	Hotel Type	Min. No.	≤299 rooms	2	300-599 rooms	3	≥600 rooms	4	Hotel Type	Min. No.	≤299 rooms	1	300-899 rooms	2-3	≥900 rooms	3	<ul style="list-style-type: none"> <li>- Bays to be located close to the service entrance. Manoeuvring of goods vehicles should be within the curtilage of the site; generally no reversing movement into/from a public road will be permitted.</li> <li>- Layout should be such that vehicles ingress, pick-up/set down, egress with no reversing movement nor tailback into a public road. Adequate passenger waiting area to be provided adjacent to lay-by.</li> <li>- Lay-by should be such that bus ingress, egress with no tailback into a public road. Adequate passenger waiting area to be provided adjacent to lay-by.</li> </ul>
Hotel Type	Min. No.																			
≤299 rooms	2																			
300-599 rooms	3																			
≥600 rooms	4																			
Hotel Type	Min. No.																			
≤299 rooms	1																			
300-899 rooms	2-3																			
≥900 rooms	3																			

*(Refer to Statement of Intent and General Notes for Section 3 for further guidance)*

Table 11 Section 3 (cont'd)

Type of Development	Parking Requirements		Loading/Unloading Requirements	
	Standards	Remarks	Standards	Remarks
(b) Other areas	<ul style="list-style-type: none"> <li>- Not less than 1 single-deck tour bus parking space for every 200 guest rooms or part thereof.</li> <li>- Not less than 1 car parking space for every 10 guest rooms.</li> <li>- Additional provision for hotels with conference and banquet facilities:  2-5 car spaces per 200m<sup>2</sup> GFA of conference and banquet facilities.</li> </ul>	<ul style="list-style-type: none"> <li>- Access to and egress from parking areas should be from a minor road within the confines of the sites.</li> <li>- Provision is subject to any Closed Road Permit policies et al.</li> </ul>	<ul style="list-style-type: none"> <li>- Not less than 1 bay for goods vehicles for every 100 guest rooms or part thereof.</li> <li>- Additional provision for convention centres and banquet facilities to be determined by the Authority.</li> </ul>	

*(Refer to Statement of Intent and General Notes for Section 3 for further guidance)*

Table 11 Section 3 (cont'd)

Type of Development	Parking Requirements		Loading/Unloading Requirements	
	Standards	Remarks	Standards	Remarks
5. Commercial Entertainment Facilities (e.g. cinemas, theatres.)	<ul style="list-style-type: none"> <li>- Range of 0 to 1 car parking space for every 20 seats or part thereof.</li> </ul>	<ul style="list-style-type: none"> <li>- Generally no provision for cinemas in the Metropolitan Area as these are mostly in areas well served by public transport.</li> </ul>	<ul style="list-style-type: none"> <li>- Except for cinemas, 1 loading/ unloading bay for goods vehicles where practicable.</li> <li>- Not less than 1 picking up/setting down lay-by for taxis and private cars for every 400 seats or part thereof.</li> <li>- In preparation of development plans, some additional lay-bys for taxis and private cars should be incorporated in the vicinity of known cinemas, theatres and the like.</li> </ul>	

*(Refer to Statement of Intent and General Notes for Section 3 for further guidance)*

## Section 4 : Parking Standards for Industrial and Business Developments

### Section 4.1: General Industrial Use (GIU) and Business Use [“OU(B)”]

Type of Development		Parking Requirements		Loading/unloading Requirements	
		Standards	Remarks	Standards	Remarks
General Industrial Use (GIU)	Industrial Use (I)	<ul style="list-style-type: none"> <li>- Private car: 1 per 1 000-1 200m<sup>2</sup> GFA.</li> </ul>	See Notes (2) – (3)	<ul style="list-style-type: none"> <li>- 1 goods vehicle bay per 700-900m<sup>2</sup> GFA, 50% of which should be for parking of goods vehicles.</li> <li>- One container vehicle loading/unloading bay with turning circle of 11.6m outer radius should be provided for a site with dimensions not less than 45m x 40m.</li> </ul>	See Notes (4) – (7) & (11).
	Industrial/ Office Uses (I/O)	<ul style="list-style-type: none"> <li>- Private car: 1 per 600-750m<sup>2</sup> GFA.</li> </ul>		<ul style="list-style-type: none"> <li>- 1 goods vehicle bay per 1 000-1 200m<sup>2</sup> of 50% of the I/O GFA; and 1 per 2 000-3 000m<sup>2</sup> of the remaining 50% of the I/O GFA</li> <li>- 50% of all the above required goods vehicle bays shall be for parking of goods vehicles.</li> <li>- 1 goods vehicle bay per 800-1 200m<sup>2</sup> for commercial GFA solely for loading/unloading.</li> <li>- One container vehicle loading/unloading bay with turning circle of 11.6m outer radius should be provided for a site with dimensions not less than 45m x 40m.</li> </ul>	See Notes (4) – (11).

*(Refer to Statement of Intent for further guidance)*

Table 11 Section 4.1 (cont'd)

Type of Development		Parking Requirements		Loading/unloading Requirements	
		Standards	Remarks	Standards	Remarks
Business Use ["OU(B)"]	Industrial Buildings (I)	<ul style="list-style-type: none"> <li>- Private car: 1 per 600-750m<sup>2</sup> GFA.</li> </ul>		<ul style="list-style-type: none"> <li>- 1 goods vehicle bay per 1 000-1 200m<sup>2</sup> of 50% of the GFA; and 1 per 2 000-3 000m<sup>2</sup> of the remaining 50% of the GFA.</li> <li>- 50% of all the above required goods vehicle bays shall be for parking of goods vehicles.</li> <li>- One container vehicle loading/unloading bay with turning circle of 11.6m outer radius should be provided for a site with dimensions not less than 45m x 40m.</li> </ul>	See Notes (4) – (7) & (11).
	Industrial/ Office (I/O) Buildings	<ul style="list-style-type: none"> <li>- Private car: 1 per 600-750m<sup>2</sup> GFA.</li> </ul>		<ul style="list-style-type: none"> <li>- 1 goods vehicle bay per 1 000-1 200m<sup>2</sup> of 50% of the I/O GFA; and 1 per 2 000-3 000m<sup>2</sup> of the remaining 50% of the I/O GFA.</li> <li>- 50% of all the above required goods vehicle bays shall be for parking of goods vehicles.</li> <li>- 1 goods vehicle bay per 800-1 200m<sup>2</sup> for commercial GFA solely for loading/unloading.</li> <li>- One container vehicle loading/unloading bay with turning circle of 11.6m outer radius should be provided for a site with dimensions not less than 45m x 40m.</li> </ul>	See Notes (4) – (11).

*(Refer to Statement of Intent for further guidance)*

Table 11 Section 4.1 (cont'd)

Type of Development		Parking Requirements		Loading/unloading Requirements	
		Standards	Remarks	Standards	Remarks
	Office Buildings	<ul style="list-style-type: none"> <li>- Private car: 1 per 150-200m<sup>2</sup> GFA for the first 15 000m<sup>2</sup> GFA; 1 per 200-300m<sup>2</sup> GFA for the remaining GFA.</li> </ul>		<ul style="list-style-type: none"> <li>- 1 goods vehicle bay per 2 000-3 000m<sup>2</sup> GFA.</li> <li>- For sites of at least 5 000m<sup>2</sup> net site area, 1 picking up/setting down lay-by for taxis and private cars for every 20 000m<sup>2</sup>, or part thereof, GFA.</li> </ul>	Nil
	Business Buildings	<ul style="list-style-type: none"> <li>- Private car: 1 per 200-300m<sup>2</sup> GFA</li> </ul>		<ul style="list-style-type: none"> <li>- 1 goods vehicle bay per 800-1 200m<sup>2</sup> GFA, 50% of which should be for parking of goods vehicles.</li> <li>- A minimum of 1 picking up/setting down lay-by for taxis and private cars shall be provided for sites of at least 5 000m<sup>2</sup> net site area.</li> <li>- One container vehicle loading/unloading bay with turning circle of 11.6m outer radius should be provided for a site with dimensions not less than 45 m x 40 m.</li> </ul>	See Notes (4) – (11).

*(Refer to Statement of Intent for further guidance)*

\* Notes :

1. Provision referring to gross floor area (GFA) includes part thereof of the specified m<sup>2</sup> GFA.
2. In preparation of planning layouts for industrial areas, provision should be made for public parking areas to cater for transit vehicles which cannot be accommodated within individual lots.
3. The following design standards apply:
  - i) For private cars: Turning circle - 7.5m outer radius.
  - ii) For goods vehicles: turning circle - 11.5m outer radius.
4. Goods vehicle provision is divided into 65 % LGV and 35 % HGV.
5. The space provided for loading/unloading is required to abut a goods handling platform or area which must be provided and so laid out that the goods loading/unloading from/to such platform or area may be transported within the lot to all parts of the building both horizontally and vertically.

6. The goods handling platform or area must give access to the building in accordance with the Code of Practice for Provision of Means of Escape in Case of Fire and allied requirements made under the Buildings Ordinance.
7. All parking and loading/unloading bays shall be laid out in such a way to avoid the need for vehicles to reverse onto roads abutting the lot.
8. The handling of all goods must be through designated goods entrances, goods lifts lobbies and goods lifts that are segregated from those for passengers.
9. Points of access should not interrupt the main shopping frontage.
10. The manoeuvring of goods vehicles should be within the curtilages of the site; generally no reversing movement into/from a public road will be permitted.
11. The provision of container vehicle loading/unloading bay on sites with dimensions less than 45m x 40m should be considered on a case-by-case basis and in consultation with the Transport Department.

### Section 4.2: Special Industrial Use (SIU)

Type of Development	Parking Requirements		
	Private Car	Lorry	Container Vehicle
1. Industrial Estate (IE)	1 per 900m <sup>2</sup> GFA or 1 per 450m <sup>2</sup> site area, whichever is the greater. Of the spaces provided, 50% shall be for parking of private cars and light vans and 50% shall be for parking and loading/unloading of lorries.		One container bay should be provided for a site with dimensions not less than 45m x 40m.
2. Science Park (SP) <sup>5</sup>	1 per 75m <sup>2</sup> GFA (75% for cars; 25% for vans).	1 per 5 000m <sup>2</sup> GFA.	Nil
3. Rural Based Industrial Use (RI)	1 parking space per establishment or 1 parking space for every 900m <sup>2</sup> GFA of the establishment, whichever is the greater, for lorry/visitor parking.		
4. Other Industrial Uses with Special Requirements (SI)	As per functional needs.		

*(Refer to Statement of Intent for further guidance)*

**Notes:**

1. 50% of all the above required goods vehicle bays shall be for parking of goods vehicles.
2. Goods vehicle provision is divided into 65 % LGV and 35 % HGV.
3. Provision referring to gross floor area (GFA) includes part thereof the specified m<sup>2</sup> GFA.
4. For Industrial Estates, the parking requirement is the minimum provision. The Hong Kong Science and Technology Parks Corporation will assess the actual parking provision on an individual site basis.
5. For Science Park, parking requirement for Heavy Goods Vehicle will not apply.