

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

政府總部
運輸及房屋局
運輸科

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By Email and Fax

Secretary General
Legislative Council Secretariat
Legislative Council Complex
1 Legislative Council Road
Central, Hong Kong
(Attn.: Ms Doris Lo)
(Fax No: 2840 0269)

Dear Ms Lo,

Murray Road Multi-storey Car Park

Thank you for your letter of 15 May 2017. Further to our Chinese reply dated 8 June 2017, we would like to provide our English reply as following.

The Government's current policy in the provision of parking spaces is to accord priority to considering and meeting the parking demand of commercial vehicles. As regards private cars, the Government's transport policy is to encourage the use of public transport as far as possible, but we understand that some members of the public choose to commute by private car for various reasons. The Government will provide an appropriate number of parking spaces for private cars if the overall development permits, but at the same time not to attract passengers to opt for private cars in lieu of public transport, thereby aggravating the road traffic congestion.

As explained by the Secretary for Transport and Housing at the Transport Panel meeting on 19 May 2017, the Government will adopt a three-pronged approach to alleviate the shortage of private car parking spaces, viz. (i) control the speed of private car fleet growth, (ii) increase the number of

parking spaces for private cars as appropriate, and (iii) encourage private car drivers to change their travel pattern.

As regards the three questions by the Hon Jeremy Tam, our reply is as follows –

- (1) The numbers of public parking spaces for various types of vehicles (including public parking spaces provided by the Government and privately operated public parking spaces) in Central and Western District¹ over the past three years (i.e. from 2014 to 2016) are set out in **Annex 1**. On utilisation rates, the Government does not have utilisation statistics of privately operated car parks. As regards the five Government multi-storey car parks in Central and Western District managed by the Transport Department (“TD”), their average utilisation rates during the day period and night period in the past three years (i.e. from 2014 to 2016) are set out in **Annex 2**.
- (2) Before its closure, the Murray Road Multi-storey Car Park (“MRMCP”) provided 388 public parking spaces for private cars² and 55 for motor cycles. The traffic impact assessment completed in 2015 by the consultant commissioned by the Government indicated that there should be adequate supply of parking spaces for private cars for use by the public in peak and non-peak hours in car parks within 500 metres (i.e. about 15-minute walking distance, such as Harcourt Garden Car Park, Star Ferry Car Park, City Hall Car Park, Cheung Kong Center Car Park and Three Garden Road Car Park) during the period between the closure of the MRMCP and the reprovisioning of public parking spaces. For motor cycle parking spaces, there will be a small shortfall during peak hours.
Since the closure of MRMCP on 1 May 2017, TD has looked into the utilisation of some major car parks in the vicinity, and observed that some of these car parks (e.g. Harcourt Garden Car Park and Three Garden Road Car Park) still have a small number of parking spaces available during the peak periods around noon. Taking into account the above assessment and on-site observations, TD considers it unnecessary to provide other temporary car parks to address the parking demand during the redevelopment of the MRMCP.
- (3) For the redevelopment of MRMCP, the abovementioned consultancy traffic impact assessment revealed that after considering the supply and demand of parking spaces within about 300 metres (i.e. about 10-minute walking distance) from the site, the redevelopment project has to provide not less than 102 public parking spaces for private cars and 69 for motor cycles to meet the public parking demand in the vicinity. Besides, the redevelopment project also needs to provide

¹ As there is no clear demarcation of Central and Admiralty, TD thus provides statistics of Central and Western District.

² Available for parking by private cars, taxis and van-type light goods vehicles.

parking spaces to meet the parking demands generated from the redevelopment project itself in accordance with the Hong Kong Planning Standards and Guidelines and the development parameters of the redevelopment project.

Yours sincerely,

(Alex LAU)
for Secretary for Transport and Housing

c.c.

Commissioner for Transport (Attn: Mr Raymond Chung)
(Attn: Ms Maggie Mak)

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**Numbers of Parking Spaces for Various Types of Vehicles^{Note} in
Central and Western District over the Past Three Years (i.e. 2014 to 2016)**

Year	Private Cars & Taxis	Coaches & Buses	Goods Vehicles (On-street)	Light Goods Vehicles (Off-street)	Medium / Heavy Goods Vehicles (Off-street)	Container Vehicles (Off-street)	Motor Cycles	Others	Total
2014	10 882	28	189	153	194	0	908	42	12 396
2015	10 899	38	198	208	148	0	921	42	12 454
2016	10 999	42	204	182	155	0	941	42	12 565

^{Note} These parking spaces include public parking spaces provided by the Government and privately operated public parking spaces (including short-term tenancy car parks).

**Average Utilisation Rates During Day Period and Night Period in the Past Three Years (i.e. 2014 to 2016) of the
Five Government Multi-Storey Car Parks in the Central and Western District managed by TD**

Car Park	Day Period (0800-2300) Average Utilisation Rate (%)			Night Period (2300-0800) Average Utilisation Rate (%)		
	2014	2015	2016	2014	2015	2016
Star Ferry	52	69	63	9	14	13
City Hall	19	42	39	2	5	6
Rumsey Street	64	71	71	39	45	46
Murray Road *	45	53	59	23	24	28
Kennedy Town	73	80	83	73	77	75

* Closed on 1 May 2017.