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15 February 2018

Ms Sophie LAU
Clerk to Panel
Panel on Transport
Legislative Council
Legislative Council Complex
1 Legislative Council Road
Central
Hong Kong

Dear Ms LAU,

Panel on Transport

Motions passed at the meeting on 19 January 2018

Further to my letter of 8 February 2018 forwarding to you the Administration's written responses in Chinese regarding the two motions relating to "Parking Policy" moved by Hon LUK Chung-hung and Hon LAU Kwok-fan, I am pleased to enclose the English version for your reference.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Hillman CHOW', written over a horizontal line.

(Hillman CHOW)

for Secretary for Transport and Housing

c.c

Commissioner for Transport (Attn. : Mr W T CHAN) Fax : 2186 7519
Government Property Administrator (Attn. : Mr C MAK) Fax : 2877 8993

**Motion on “Parking Policy” Raised at the Meeting of
the Legislative Council Panel on Transport on 19 May 2017 and
Passed at the Meeting on 19 January 2018**

Government’s Response

Purpose

The motion on “Parking Policy” (the wording of the motion is at the Annex) moved by Hon LUK Chung-hung was passed at the meeting of the Legislative Council Panel on Transport on 19 January 2018. This paper informs Members of the Government’s response to the motion.

Parking needs of commercial vehicles and private cars

2. The Government has been keeping in view the demand and supply of parking spaces in various districts. As stated in the Chief Executive’s Policy Address 2017, we will implement a series of measures to increase the provision of parking spaces in various districts having regard to the local situation. 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 own use of the development projects concerned and putting them up for night-time public parking of commercial vehicles, and providing public car parks in suitable new government, institution and community facilities.

Providing parking spaces in accordance with the Hong Kong Planning Standards and Guidelines (HKPSG) and updating the HKPSG

3. The Government has been keeping in view the demand and supply situation of parking spaces in Hong Kong. Currently, the Government’s parking policy is to accord priority to meeting the parking needs of commercial vehicles. In this regard, the Transport Department (TD) commenced a consultancy study on the parking for commercial vehicles in December 2017. The study will examine and assess in-depth the parking and loading/unloading needs of commercial vehicles in various districts, and identify potential development projects for provision of parking spaces for commercial vehicles, so as to further formulate appropriate measures. If necessary, the Government will revise the standards for parking spaces for

commercial vehicles in the HKPSG in accordance with the study results. It is anticipated that the revision of the HKPSG requires joint deliberation by relevant bureaux and departments, and community consensus.

4. To address the demand for private car parking spaces in society, one of the measures to increase the provision of parking spaces, as mentioned in the Chief Executive's Policy Address 2017, is to require developers to provide parking spaces at the higher end of the range under the HKPSG. The Government will also require developers to provide additional parking spaces for public use in suitable projects having regard to the local needs. The specific number of parking spaces required will depend on individual circumstances. Considerations include the local shortfall of parking spaces, the impact on the development project and the traffic impact on the local road network, etc. The TD will continue to keep in view the demand and supply situation of parking spaces in various districts.

Building public car parks

5. At present, the Government mainly provides parking spaces in private development projects in various districts through the Land Sale Programme in order to reduce the demand for government multi-storey public car parks. In addition, land resources in Hong Kong are limited. Generally speaking, sites suitable for multi-storey car park uses also have the potential for other development purposes. Integrating public parking spaces into development projects is the best means to maximise the use of land and bring the most benefit to the community as a whole.

6. Having regard to factors such as the demand and supply situation of parking spaces in the district concerned and the traffic impact, we will actively provide public car parks in suitable new development projects at government, institution or community facilities. Moreover, the TD is actively studying the feasibility of adopting the mechanical parking system in Hong Kong, and will consider conducting a trial scheme subject to the study results.

CB(4)516/17-18(01)

交通事務委員會

**在2017年5月19日會議上提出，
並在2018年1月19日會議上通過有關
"泊車位政策"的議案**

鑒於社區的泊車位長期不足，因而令私家車及商用車輛車位短缺，違例泊車的狀況嚴重，本會要求當局盡快推行商用車輛泊車需要優先的泊車政策，同時從多方面紓緩泊私家車及商用車輛車位不足的狀況，當中包括在賣地條款內要求發展商必需根據《香港規劃標準與準則》提供泊車位、更新《香港規劃標準與準則》各類發展類別的泊車位比例，以配合本港人口及經濟、生活習慣的改變、同時在新發展區重新興建多層公眾停車場、並於新建的公共設施提供足夠泊車設施。

動議人： 陸頌雄議員
和議人： 陳振英議員

(Translation)

Panel on Transport

**Motion on "Parking Policy"
raised at the meeting on 19 May 2017 and
passed at the meeting held on 19 January 2018**

Given the long-standing inadequacy of parking spaces in the community and its resultant shortage of parking spaces for private cars and commercial vehicles as well as serious illegal parking situation, this Panel requests the Administration to expeditiously implement a parking policy of according priority to meeting the parking needs of commercial vehicles and at the same time ease the shortage of parking spaces for private cars and commercial vehicles in various aspects, including requiring developers to provide parking spaces in accordance with the Hong Kong Planning Standards and Guidelines ("HKPSG") in the conditions of land sale; updating the proportions of parking spaces for various types of development in HKPSG to cater for changes in the population and economy of Hong Kong as well as the living habits of Hong Kong people; building new multi-storey public car parks in new development areas; and providing sufficient parking facilities in newly completed public facilities.

Moved by : Hon LUK Chung-hung
Seconded by: Hon CHAN Chun-ying

**Motion on “Parking Policy” Raised at the Meeting of
the Legislative Council Panel on Transport on 19 May 2017 and
Passed at the Meeting on 19 January 2018**

Government’s Response

Purpose

The motion on “Parking Policy” (the wording of the motion is at the Annex) moved by Hon LAU Kwok-fan was passed at the meeting of the Legislative Council Panel on Transport on 19 January 2018. This paper informs Members of the Government’s response to the motion.

(1) Making full use of government multi-storey car parks

2. At present, there are a total of 11 government multi-storey car parks under the management of the Transport Department (TD), providing approximately 4 800 parking spaces for private cars/vans/taxis and approximately 7 00 parking spaces for motorcycles. These car parks provide both hourly and monthly parking spaces for motorists. Moreover, the TD offers concessionary rates for day-time and night-time parking in some of these car parks. Motorists are offered parking choices of “7:00 to 19:00” and “19:00 to 7:00” at an average hourly parking rate lower than the hourly charge, with a view to making full use of resources. The TD will continue to keep in view the utilisation of various car parks and explore whether more flexibility can be introduced in the charging arrangements when necessary.

3. Owing to design constraints, these multi-storey car parks can accommodate no other commercial vehicles except vans and taxis. If some floors are converted to dedicated parking areas for commercial vehicles, then only vans and taxis can use those parking spaces. However, as these two types of vehicles mostly operate on the roads, coupled with the high utilisation rate of private cars, the proposal of establishing dedicated areas will prevent private cars from using the vacant parking spaces in such areas and resources cannot be fully utilised. Therefore, the TD does not have any plan to implement the proposal.

(2) Optimising the use of open spaces in government buildings by opening them up for use as public car parks during non-office hours

4. Government buildings are mainly planned, designed and built for the provision of office accommodation and ancillary facilities (including parking spaces) for bureaux/departments so as to meet their operational needs. Apart from the designated parking spaces, other spaces in government buildings are not designed for parking purpose. Therefore, it is not appropriate to use them frequently for parking.

5. To better utilise parking resources, the Government's policy is to rent out as far as possible car park spaces in suitable government buildings which are in excess of operational needs for use as fee-paying public car parks during non-office hours (i.e. normally during weekday evenings, Saturdays, Sundays and public holidays) for parking private vehicles. Take joint-user government office buildings managed by the Government Property Agency as an example, there are currently a total of 10 government car parks providing rental parking spaces during non-office hours. They include Tai Po Government Offices Building and Tuen Mun Government Offices which were newly added in 2017. The Government will continue to identify and explore suitable parking spaces in government buildings and rent them out for use by the public during non-office hours.

6. If Members would like to put forth individual locations for the Government's consideration, the TD will examine the proposals in detail with the relevant departments.

(3) Providing more short-term tenancy (STT) car parks and include tenancy terms to stipulate a specified percentage of parking spaces for the use of large or medium commercial vehicles

7. The TD has been monitoring the utilisation of STT (temporary) car parks. If parking spaces for individual types of vehicles are in great demand in local districts, the TD will consider advising the relevant departments to include tenancy terms in the renewal of tenancy agreements of some STT car parks in the districts concerned to alleviate the demand for specific types of parking spaces. These tenancy terms include stipulating that the car park must provide a specified percentage of parking spaces for the use of a certain type of vehicles, or that only a certain type of vehicles are allowed to use the car park.

8. In mid-2017, there are a total of 191 STT car parks across the territory. Among these, 21 have terms in their tenancy agreement stipulating that the car park must provide commercial vehicle parking spaces. The total number of parking spaces involved is about 1 100.

9. The TD will continue to include tenancy terms in relation to the provision of parking spaces for commercial vehicles in suitable STT car parks.

(4) Introducing the principle of replacement parking facility

10. Before the Government considers demolishing or recovering car park facilities (including STT car parks or government car parks) for other development use, it will study the impacts caused by the loss of relevant parking spaces. If there is temporary serious shortage of parking spaces in the district concerned, the TD will explore different options, including seeking assistance from the Lands Department to identify suitable sites within the district which do not yet have long-term development plan and consider letting them out by short-term tenancies for use as car parks, so as to address the problem of reduction in the number of parking spaces during the demolition or development period.

11. Upon redevelopment of projects, developers must provide parking spaces with reference to the standards as stipulated in the Hong Kong Planning Standards and Guidelines (HKPSG) based on the total gross floor area for different uses to meet the parking demand generated from the development projects. Besides, the Government will request the developers to provide additional public parking spaces when necessary to offset the relinquished public parking spaces as a result of demolition or recovery of car park facilities. Some examples are set out as follows:

- (i) In the redevelopment project of the Murray Road Multi-storey Car Park, apart from the provision of parking spaces necessary for the development project's own use, the developer should also provide at least 102 public parking spaces for private cars and 69 for motorcycles;
- (ii) The STT car park site at Yan Yue Wai, Yau Tong of Kwun Tong District is to be developed for residential use. It is stipulated in the lease of the development project that upon the decommissioning of the STT car park, the developer should provide a temporary public car park within the development project site, and 122 public parking

spaces for private cars, 24 for light goods vehicles and 25 for heavy goods vehicles/buses in the development project;

(iii) In the redevelopment project of the Middle Road Car Park, the Government has requested the developer to provide additional 345 parking spaces for private cars and 39 for motorcycles, in addition to 72 parking spaces for private cars which are necessary for the development project's own use; and

(iv) For the shopping centre of the development project at Tsuen Wan West Station TW5, apart from the provision of parking spaces (including 172 parking spaces for private cars, 30 for goods vehicles and 45 for motorcycles) in accordance with the HKPSG, it will also provide 100 public parking spaces for private cars and 120 parking spaces for park-and-ride use.

(5) Introducing a user-friendly and convenient smart parking information system and providing to the public real-time information on parking spaces in government and commercial buildings across the territory

12. The TD currently disseminates real-time parking information of over 60 car parks (including government and commercial public car parks) through its "Hong Kong eRouting" mobile application to facilitate motorists to find parking spaces. This also helps reduce the traffic flow generated by motorists circulating on roads to look for available parking spaces.

13. To meet the needs of different car parks, the TD can introduce to car park operators different technology options, including manual data input through the Internet, data updating by an automated system, etc. Besides, the data can be converted to different formats, so that car park operators can easily open up their data on parking vacancies. The TD will continue to encourage car park operators to provide real-time parking space information.

14. Furthermore, the TD is planning to introduce feasible technology options to public car park operators in the first half of 2018, so as to collect and open up real-time parking vacancy information, and encourage car park operators to open up their data to the public.

(6) Optimising the use of public spaces for developing alternative car parks, such as utilising spaces under flyovers or open ground in the vicinity for developing car parks

15. The Government has been actively studying and taking forward the relevant proposal in recent years. For example, car parks have been provided under the following flyovers or in open grounds in the vicinity:

- (i) Since 2017, a night-time on-street parking area which can accommodate 12 goods vehicles and 5 buses has been provided at Tung Hei Road under the Island Eastern Corridor, Eastern District;
- (ii) Since 2016, an additional 5 on-street parking spaces for motorcycles have been provided at Fung Tak Road under Kwun Tong Bypass in Wong Tai Sin District;
- (iii) Since 2015, an STT car park has been provided under the flyover at the junction of Eastern Street and Connaught Road West, providing about 40 parking spaces for goods vehicles; and
- (iv) Since 2014, an additional 13 on-street parking spaces for motorcycles have been provided under Fleming Road flyover (near Central Plaza) in Wan Chai District.

16. However, as the areas under footbridges and flyovers are relatively small and there are height restrictions, we may encounter technical problems of varying degrees when developing parking spaces in such locations. Moreover, the TD needs to study whether the safety of road users in the vicinity will be affected, or whether traffic will be interrupted or obstructed when vehicles entering or exiting the car park under the flyover (or open ground in the vicinity).

(7) Conducting regular surveys on the demand and supply of parking spaces for various types of vehicles

(8) Reviewing the standards for parking space provision in the HKPSG, and consider relaxing the parking space ratio for newly developed housing estates in the New Territories

17. The Government has been keeping in view the demand and supply of parking spaces in Hong Kong. Currently, the Government's parking policy is to accord priority to meeting the parking needs of commercial vehicles. In this regard, the TD commenced a consultancy study on the parking for

commercial vehicles in December 2017. The study will examine and assess in-depth the parking and loading/unloading needs of commercial vehicles in various districts, and identify potential development projects for provision of parking spaces for commercial vehicles, so as to further formulate appropriate measures. If necessary, the Government will revise the standards for parking spaces for commercial vehicles in the HKPSG in accordance with the study results. It is anticipated that the revision of the HKPSG requires joint deliberation by relevant bureaux and departments, and community consensus.

18. To address the demand for private car parking spaces in society, one of the measures to increase the provision of parking spaces, as mentioned in the Chief Executive's Policy Address 2017, is to require developers to provide parking spaces at the higher end of the range under the HKPSG. The Government will also require developers to provide additional parking spaces for public use in suitable projects having regard to the local needs. The specific number of parking spaces required will depend on individual circumstances. Considerations include the local shortfall of parking spaces, the impact on the development project and the traffic impact on the local road network, etc. The TD will continue to keep in view the demand and supply of parking spaces in various districts.

(9) Introducing innovative parking systems by applying new technologies with high-rise development concept

19. The environment in Hong Kong is different from other cities. Motorists' habits in using their vehicles and the demand and supply of parking spaces in Hong Kong are also different. Management measures in other regions may not be fully applicable to Hong Kong. Nevertheless, we will continue to keep abreast of and make reference to the development of parking management and technologies in other regions, and study the feasibility of applying them in Hong Kong. Considerations include the cost effectiveness, the resources required and technical feasibility, etc.

20. As for mechanical parking system, the TD is actively considering the feasibility of adopting such system in Hong Kong and will consider conducting a trial scheme subject to the study results.

(Translation)

Panel on Transport

**Motion on "Parking Policy"
raised at the meeting on 19 May 2017 and
passed at the meeting held on 19 January 2018**

Given that the Government has failed to respond to drivers' demand for the provision of additional parking spaces, this Panel urges the Government to:

- (1) make full use of government multi-storey car parks, including adopting a flexible parking fee system to provide concessionary rates for day-time non-peak-hour parking, and converting some floors of the existing government multi-storey car parks into dedicated parking areas for commercial vehicles;
- (2) optimize the use of open spaces in government buildings by opening them up for use as public car parks during non-office hours;
- (3) provide more short-term tenancy car parks and include tenancy terms to stipulate a specified percentage of parking spaces for the use of large or medium commercial vehicles;
- (4) introduce the principle of replacement parking facility under which the authorities are required to provide sufficient temporary parking facilities in the vicinity of the affected car park before demolishing or resuming any car parking facility;
- (5) introduce a user-friendly and convenient smart parking information system and to provide to the public real-time information on parking spaces in government and commercial buildings across the territory;
- (6) optimize the use of public spaces for developing alternative car parks, such as utilizing spaces under flyovers or open ground in the vicinity for developing car parks;
- (7) conduct regular surveys on the demand and supply of parking spaces for various types of vehicles so as to ameliorate the demand and supply of parking spaces in various districts in a more effective way;
- (8) review the standards for parking space provision in the Hong Kong Planning Standards and Guidelines, and consider relaxing the parking

space ratio for newly developed housing estates in the New Territories;
and

- (9) introduce innovative parking systems by applying new technologies together with high-rise development concept so that limited space can be used to accommodate more vehicles at a time.

Moved by : Hon LAU Kwok-fan

Seconded by: Hon Wilson OR Chong-shing