

交通事務委員會

並在 2019 年 5 月 17 日會議上通過有關 "增加泊車位供應的最新概況"的議案

本港私家車泊車位不敷應用，但政府自2002年起卻多次調低《香港規劃標準與準則》就發展項目配置車位的指標，當中包括引入「需求調整比率」以減少私人屋苑細面積單位（納米樓）需配置的車位數量、調低公共房屋需配置的車位數量、以及調低鄰近鐵路站住宅需配置的車位數量。因此，本委員會要求政府重新檢視《香港規劃標準與準則》，並直接提高該準則就發展項目配置車位的標準，為本港私家車提供更多泊車位。

動議人：譚文豪議員

(Translation)

Panel on Transport

Motion on "Latest situation on increasing the provision of car parking spaces" passed at the meeting on 17 May 2019

In Hong Kong, private car parking spaces are insufficient to meet the demand. However, since 2002, the Government has for several times lowered the standards in the Hong Kong Planning Standards and Guidelines ("HKPSG") in respect of the provision of parking spaces in development projects by, among other things, introducing the Demand Adjustment Ratio in lowering the parking requirements for small flats ("nano flats") in private housing development projects, public housing development projects and residential development projects near railway stations. Therefore, this Panel urges the Government to review HKPSG and directly raise the standards in HKPSG in respect of the provision of parking spaces in development projects, with a view to providing more parking spaces for private cars in Hong Kong.

Moved by: Hon Jeremy TAM Man-ho