

政府總部
運輸及房屋局
運輸科
香港添馬添美道 2 號
政府總部東翼



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Transport and
Housing Bureau
Government Secretariat
Transport Branch
East Wing, Central Government Offices,
2 Tim Mei Avenue, Tamar, Hong Kong

電話 Tel. No.: 3509 7181

傳真 Fax No.: 3904 1774

By fax and email
(fax no. 2840 0716)

8 July 2019

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 17 May 2019 relating to “Latest Situation on Increasing the Provision of Car Parking Spaces”

With reference to your letter of 21 May 2019 advising that five motions relating to the agenda item “Latest Situation on Increasing the Provision of Car Parking Spaces” moved by Hon Michael TIEN Puk-sun, Hon Jeremy TAM Man-ho, Hon LUK Chung-hung and Hon CHAN Han-pan were passed at the above Panel meeting, I am pleased to enclose the Administration’s written responses in both Chinese and English regarding the motions for your reference.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Hillman CHOW', with a long horizontal flourish extending to the right.

(Hillman CHOW)

for Secretary for Transport and Housing

**Motions passed at the meeting of the
Legislative Council Panel on Transport on 17 May 2019 relating to
“Latest Situation on Increasing the Provision of Car Parking Spaces”**

Government’s Response

Purpose

At the meeting of the Legislative Council Panel on Transport on 17 May 2019, five motions relating to “Latest Situation on Increasing the Provision of Car Parking Spaces” moved by Hon Michael TIEN Puk-sun, Hon Jeremy TAM Man-ho, Hon LUK Chung-hung and Hon CHAN Han-pan were passed. The wording of the motions is set out in LC Papers No.: CB(4)902/18-19 (01) to (05). This paper sets out the Government’s response to the motions.

**I. Motion moved by Hon Michael TIEN Puk-sun
(LC Paper No.: CB(4)902/18-19 (01))**

2. The Government’s transport policy is underpinned by public transport. We encourage the public to make good use of the public transport network for their journeys as far as possible and minimise reliance on private cars. Railway provides high capacity and convenient services. It is a green and efficient mass transit. Thus, the Government has all along adopted railway as the backbone of the public transport system, complemented by other public transport services, including franchised buses with high capacity and public light buses which provide supplementary feeder services.

3. Against the above backdrop, the Government supports the provision of park-and-ride (“PnR”) facilities at or near suitable railway stations to encourage motorists to take the trains after parking their vehicles, thereby reducing the road traffic in congested areas. To this end, in taking forward individual railway projects as well as urban renewal and new development projects, the Government will consider providing more PnR facilities at suitable locations. When pursuing railway projects, the Government will also request the Mass Transit Railway Corporation Limited (“MTRCL”) to examine the connectivity between the railway stations and other public transport modes as well as the interchange arrangements involved. Where conditions of individual railway projects are found suitable, the Government will ask MTRCL to consider options for PnR facilities to facilitate the use of the mass transit system by the public.

4. Regarding the suggested provision of PnR facilities at major interchanges in New Territories West, the Transport Department (“TD”) will continue to monitor the demand in this respect closely and, in line with the principle of “single site, multiple uses”, explore and identify available sites so as to consider reviewing the provision of PnR facilities and the feasibility of providing associated link roads.

5. Practically speaking, it is no easy task to identify suitable sites for new car parks given the scarce land resources nowadays. The traffic impact on the local road network arising from additional parking spaces will also need to be considered. Given the overriding principle of developing a public transport oriented system with railway as the backbone, TD will continue to enhance public transport services. This will encourage more motorists to change their commuting patterns and switch to public transport services directly, thereby enabling more efficient use of the limited road space.

II. First motion moved by Hon Jeremy TAM Man-ho (LC Paper No.: CB(4)902/18-19 (02))

6. TD is conducting the consultancy study on parking for commercial vehicles, which includes reviewing the respective standards in the Hong Kong Planning Standards and Guidelines (“HKPSG”) for parking spaces and loading/unloading facilities for commercial vehicles. At the same time, TD will also review the existing guidelines in HKPSG on parking of private cars in the above-mentioned consultancy study with a view to updating the requirements for provision of private car parking spaces in residential developments. In conducting the review, TD will take into consideration the latest parking policy, utilisation of parking spaces, social and economic factors affecting the growth of private cars, etc. so as to increase the number of private car parking spaces in future residential developments. TD expects that the above reviews will be completed within 2019, and upon consultation with relevant stakeholders, the newly revised standards will be promulgated in 2020.

III. Second motion moved by Hon Jeremy TAM Man-ho (LC Paper No.: CB(4)902/18-19 (03))

7. To assess the utilisation of on-street parking spaces for motorcycles, TD engaged a consultant to conduct a territory-wide survey on the subject in 2017. The survey mainly collected data on the utilisation rates of on-street motorcycle parking spaces, and whether vehicle licence discs were displayed on parked motorcycles and, if so, whether they were valid. With the results of the survey, TD has referred to the Hong Kong Police Force (“HKPF”) and the

Lands Department (“LandsD”) cases of failure to display vehicle licence discs or invalid vehicle licence discs being displayed on motorcycles for follow-up actions in accordance with the applicable legislation. Upon receipt of enquiries about motorcycles suspected of being abandoned at parking spaces, TD will arrange on-site inspections, the result of which will be referred to HKPF and LandsD for follow-up actions in accordance with the applicable legislation. From 2016 to 2018, relevant law enforcement departments removed from on-street parking spaces a total of 55 motorcycles suspected of being abandoned. TD will continue to work closely with relevant departments to step up efforts in handling cases of illegal occupation of parking spaces for motorcycles.

IV. Motion moved by Hon LUK Chung-hung (LC Paper No.: CB(4)902/18-19 (04))

8. TD is reviewing the standards in HKPSG for parking spaces and loading/unloading facilities for commercial vehicles as well as the requirements in HKPSG for provision of private car parking spaces in residential developments. Please refer to paragraph 6 above for details.

9. The Government will continue to follow the principle of “single site, multiple uses” to provide public parking spaces in suitable Government, Institution or Community (“G/IC”) facilities and public open space (“POS”) projects, including considering the provision of underground car parks for better use of underground space. Separately, to encourage the provision of public car parking spaces in private developments, the Buildings Department revised its practice notes in March 2017 stipulating that, subject to compliance with relevant design guidelines and statutory town planning requirements, or otherwise expressly required by TD, the underground public car parks of private developments would not be included in the gross floor area calculation. The Government will continue to require developers to provide parking facilities in new development projects by making reference to the higher end of the relevant parking standards under HKPSG in order to cope with the parking demand.

10. Regarding the development of automated parking systems (“APSs”), TD is actively taking forward the pilot study on APSs to evaluate the feasibility and applicability of various types of APSs in Hong Kong. TD will work closely with relevant departments to explore the preliminary technical feasibility, and will take forward six pilot projects and conduct district consultation progressively. In view of the recent demands relating to APSs from various District Councils, TD will continue to actively study the specific implementation details of the APSs, and consider providing APSs at suitable

short-term tenancy (“STT”) sites in other districts having regard to the effectiveness of the pilot project at the STT site in Tsuen Wan.

V. Motion moved by Hon CHAN Han-pan
(LC Paper No.: CB(4)902/18-19 (05))

Revamping the modus operandi of the Transport Advisory Committee

11. The Transport Advisory Committee (“TAC”) is an important advisory body of the Government responsible for advising the Government on a wide range of transport policy matters and major transport-related proposals to facilitate the continuous development of Hong Kong. Currently, TAC comprises 16 non-official members (including the Chairman) and three ex-officio members.

12. At its monthly meetings in the past two years, TAC discussed a considerable number of important topics, including new franchise for the bus network of the Kowloon Motor Bus Company (1933) Limited, measures to enhance franchised bus safety and taxi service quality, duration of ferry service licences, progress of implementation of measures under the Public Transport Strategy Study, Public Transport Fare Subsidy Scheme, parking policy, smart mobility initiatives, etc. In 2014, TAC submitted its Report on Study of Road Traffic Congestion in Hong Kong to the Government, recommending a host of short, medium and long-term measures to alleviate road traffic congestion. The Government is taking forward the recommended measures progressively.

13. The Government has all along attached great importance to TAC’s views and followed up on TAC’s recommendations as appropriate. On the modus operandi of TAC, the Government welcomes suggestions with specific details.

Formulating the blueprint for the provision of parking spaces in the next five years covering both commercial vehicles and private cars

14. Given the hard fact that land resources are limited in Hong Kong, coupled with the need to cater for competing land use demand to match the community and economic development, objectively speaking, it is virtually impossible for the Government to increase parking spaces continuously to catch up with the growth rate of the vehicle fleet. The Government’s transport policy is to encourage the use of public transport as far as possible, and to expand the public transport capacity by enhancing services as and when necessary having regard to the demand of the public and the development need of each district, thereby facilitating wider use of the public transport system

with greater convenience. In fact, Hong Kong enjoys a well-developed public transport network, serving 90% of passenger trips every day and with the utilisation rate being among the highest in the world.

15. We understand that some members of the public choose to commute by private cars for various reasons. The Government's current policy in the provision of parking spaces is to accord priority to meeting the parking demand of commercial vehicles, and to provide an appropriate number of private car parking spaces if the overall development permits, while not attracting passengers to opt for private cars in lieu of public transport so as to avoid aggravating the burden on road traffic. The Government has not set any specific targets for the provision of parking spaces for private cars and commercial vehicles. Nonetheless, TD is conducting a consultancy study on parking for commercial vehicles to comprehensively assess the shortfall situation and to formulate short to long term measures to address the anticipated demand.

16. The Government will continue to closely monitor the parking needs of different districts and take measures to increase parking spaces as appropriate, including designating suitable on-street locations as night-time parking spaces; requiring developers to provide parking spaces at the higher end of the parking standards under HKPSG for new developments; following the principle of "single site, multiple uses" to provide public car parking spaces in suitable G/IC facilities and POS projects; and taking forward pilot projects on APSs.

Reviewing HKPSG and exempting the plot ratio of at-grade parking spaces to encourage developers to actively provide additional car parking spaces

17. Please refer to the response in paragraphs 6 and 9 above.

Providing more PnR car parks to facilitate motorists to shift to public transport, so as to reduce the traffic in the urban areas

18. Please refer to the response in paragraphs 2 to 5 above.

Implementing the "single site, multiple uses" initiative, expediting the construction of APSs and extending such construction plans to all 18 districts in Hong Kong

19. Please refer to the response in paragraphs 9 to 10 above.

Improving TD's mobile application, opening up more parking data and enhancing their utilisation rates

20. Since 2013, TD has been disseminating information on public car parks to the public. Following the launch of the mobile application “HKeMobility” in July 2018, TD now offers through the mobile application a one-stop platform for dissemination of and convenient searches for walking and driving routes, public transport information and real-time traffic information. As at end-June 2019, TD disseminated through “HKeMobility” parking vacancy information of 286 public car parks. Among them, the real-time parking vacancy information of 196 car parks has also been uploaded to Data.Gov.HK for use by the public and the trade free of charge. TD will continue to liaise with and introduce practical technology solutions to car park operators to facilitate their adoption of suitable solutions to collect and disseminate parking vacancy information and data.

21. Meanwhile, TD is arranging conversion of on-street parking spaces information to a geographic information system-enabled dataset, and plans to disseminate the relevant data through the above-mentioned channels within 2019.

22. On the other hand, given that the old access control system and vehicle recognition system for the 11 government car parks managed by TD had been in use for years and could not support the function of automatic feeding of real-time parking vacancy information, the car park operators had to update manually the car parking information at half-hourly intervals for dissemination. To improve the situation, TD completed the gradual replacement of the aforesaid systems for 10 government car parks (excluding the Yau Ma Tei Car Park which will be demolished to make way for the construction of the Central Kowloon Route) in end-June 2019. TD now disseminates real-time parking vacancy information in full in respect of these government car parks.

23. Moreover, TD will start installing a new generation of parking meters by batches from the first half of 2020 onwards. The new parking meters will be equipped with vehicle sensors to detect whether individual parking spaces are occupied, and the relevant real-time information and data will be disseminated through TD’s website, mobile application “HKeMobility” and Data.Gov.HK for reference of and use by the public and the trade. The Government expects the installation works for the new generation of parking meters to be fully completed in the first half of 2022.

Expediting the introduction of smart parking meters for implementing “smart mobility”

24. As mentioned in paragraph 23 above, TD will start installing the new generation of parking meters by batches from the first half of 2020 onwards and expects to complete all the installation works in two years. In this regard, TD signed with the contractor in May 2019 the Procurement cum Management, Operation and Maintenance Contracts for the new generation of parking meter system. The contractor is required to finish relevant preparatory work within one year of commencement of the contracts, including development of hardware, software and central computer system for the parking meter system which will be subject to technical test and acceptance by the Government. Although the project is already under a very tight timeframe at present, TD will work with the Electrical and Mechanical Services Department and the contractor to explore the feasibility of speeding up the work with a view to commencing the installation of parking meters as early as possible.

Increasing the provision of parking spaces in new public housing estates, and identifying sites near existing housing estates and properties owned or divested by the Link Real Estate Investment Trust for constructing public car parks

25. To complement the Government’s efforts to increase the supply of parking spaces, subject to the principles of no flat losses in the subsidised housing development projects, no delay in completion of housing units and no substantial costs to the Hong Kong Housing Authority (“HKHA”), HKHA will seek to provide through various measures more parking spaces in its new housing development projects as far as possible where circumstances permit, having regard to site and design constraints. The key measures include -

- (a) adopting the higher end of the parking standards under HKPSG for new housing development projects;
- (b) providing up to five visitor parking spaces per public rental housing block or subsidised sale flats block; and
- (c) providing additional parking spaces on top of the standards under HKPSG on a case-by-case basis, in response to TD’s advice.

26. The Government will continue to pursue actively a number of measures (see paragraph 16 above) to increase parking spaces.

Enhancing the management of existing car parks and making available parking spaces in government properties during holidays

27. At present, the Government Property Agency (“GPA”) is responsible for the management of joint-user government buildings. After considering the operational requirements of the user departments, GPA has already opened up available parking spaces at 10 joint-user government buildings during non-office hours (i.e. weekday evenings, Saturdays, Sundays and public holidays) and leased to operators for running car parks for use by the public. In mid-2019, GPA will also lease some of the parking spaces in the Trade and Industry Tower to an operator for running a car park during non-office hours. GPA will continue to monitor the use of parking spaces in joint-user government buildings with a view to putting the parking resources into gainful use.

28. For specialised/departmental buildings or facilities managed by relevant user departments, GPA has also invited the concerned departments to make similar arrangements to open up parking spaces for public use during non-office hours where practicable.

Transport and Housing Bureau
July 2019