

立法會

Legislative Council

LC Paper No. CB(4)1330/20-21(05)

Ref. : CB4/PL/TP

Panel on Transport Meeting on 20 August 2021

Updated background brief on the provision of car parking spaces in Hong Kong

Purpose

This paper provides updated background information on the Administration's policy on parking and the provision of car parking spaces in Hong Kong. It also summarizes the major views and concerns expressed by the Panel on Transport ("the Panel") on the subject.

Background

2. Hong Kong adopts a transport policy based on public transport with railways as the backbone and about 90% of the total passenger trips are made on public transport. The Administration's policy on the provision of parking spaces is to accord priority to the parking demand of commercial vehicles ("CVs"), and to provide an appropriate number of private car parking spaces if the overall development permits. Given limited land resources in Hong Kong, the Administration considers it impossible to increase parking spaces continuously to catch up with the growth of the vehicle fleet.

3. According to the information provided by the Administration during the Special Finance Committee ("FC") meeting held on 14 April 2021 to examine the Estimates of Expenditure for 2020-2021, there were 762 257 licensed motorcycles, private cars, goods vehicles, and coaches/buses in Hong Kong as at end December 2020. The number of parking spaces provided for the four types of vehicles mentioned above were 769 915. A breakdown of parking spaces by districts in the past three years is provided in **Appendix I**.

Measures to mitigate the shortage of parking spaces

4. In addressing the parking needs of CVs, the Transport Department ("TD") had conducted a consultancy study on parking for CVs in 2019. The study had put forward a number of recommendations to increase the provision of parking spaces for CVs, such as designating on-street locations as night-time CV parking spaces and picking up/setting-down facilities for coaches, encouraging schools to allow student services vehicles to park within school premises after school hours, specifying in the tenancy agreement of suitable short-term tenancy ("STT") car parks a minimum number of parking spaces for CVs, identifying suitable sites for public CV parks following the principle of "single site, multiple uses" and so forth. The recommendations and the latest progress of implementation are in **Appendix II**.

5. TD has also been actively exploring the use of automated parking systems ("APS"), and has planned totally six pilot projects with a view to gaining experience in building, operating and managing different types of APS and the associated financial arrangements. As at April 2021, TD has identified four sites for launching APS pilot projects, including a STT site in Tsuen Wan, a public open space site in Sham Shui Po and two proposed government building sites in Sheung Wan and Chai Wan. The pilot project in Tsuen Wan is expected to put into service in the fourth quarter of 2021. TD will apply to the Town Planning Board to seek planning permission for the Sham Shui Po pilot project, and is conducting feasibility assessment for the pilot projects in Sheung Wan and Chai Wan. TD will continue to explore other potential sites for APS installation.

Major views and concerns of members

6. The Panel held a special meeting on 11 December 2017 to receive views from members of the public on the provision of parking spaces in Hong Kong. At the meeting on 17 May 2019, the Administration briefed the Panel on various measures to increase the provision of car parking spaces. Major views and concerns expressed by members are summarized below.

Parking spaces for CVs

7. Members expressed serious concern over the problem of insufficient parking spaces for CVs, which led to increasingly rampant illegal parking and rising number of cases of imposition of fines on CVs. They opined that, in reviewing the parking policy for CVs, the Administration should take into account the operational needs of the transport trade where the supply of parking spaces fell short significantly of the immense demand. Noting that many brownfield sites and STT parking lots had been or would be taken back for development,

members enquired how the Administration could ensure the adequate supply of parking spaces for CVs.

8. The Administration reiterated that its current policy in the provision of parking spaces was to accord priority to considering and meeting the parking demand of CVs. The recommendations put forth in the consultancy study on parking for CVs would be taken forward by TD progressively as on-going measures to increase parking spaces for CVs. For instance, public light buses ("PLB") were allowed to park at the PLB stops during night-time provided that the parking would not affect road safety or cause obstruction to road users. A member pointed out that CV drivers were issued with penalty tickets for illegal parking at on-street locations designated by TD, and urged a closer communication with the Hong Kong Police ("HKP") to enhance their awareness of TD's initiatives.

9. In reply to members' enquiry on the feasibility of increasing the supply of on-street metered parking spaces to alleviate the problem of illegal parking by CVs, the Administration advised that given the current traffic condition, provision of additional metered parking spaces on a large scale would not be feasible. Instead, the Administration would consider increasing on-street night-time parking spaces for CVs at less busy road sections. A member opined that the above initiative might create conflicts between private car owners and commercial car drivers. He urged the Administration to conduct site visits to review the situation of on-street night-time parking and exploring the designation of suitable locations for providing additional night-time parking spaces.

10. In respect of the consultancy study commissioned by TD on the parking needs of CVs, some members expressed disappointment that the study did not include taxis and container vehicles. The Administration explained that as a majority of taxis were operating on the road, their parking demand was of short-term duration and could be met by private car parking spaces. Having noted that many taxi drivers lived in public rental housing estates, TD had discussed with the Hong Kong Housing Authority ("HKHA") on the provision of additional parking spaces for taxis. Since the number of licensed taxis and container vehicles remained relatively stable, the consultancy study would not cover these two types of vehicles, but the Administration would keep in view the adequacy of parking spaces for them.

Parking spaces for private cars

11. Members expressed serious concern that private cars had been increasing at a much faster pace than the increase in the parking spaces over the past decade, and urged the Administration to take measures to control the growth. Some members suggested making reference to the quota system adopted in Singapore

to control the fleet size, and that the travel pattern of private car owners should be taken into account as well. Also, members pointed out that the distribution of parking spaces was uneven amongst different districts, thereby escalated the parking space shortage in busy districts.

12. The Administration responded that it had taken measures to contain the growth of private car fleet by raising licence fees and first registration tax as well as taking various measures to change the travel pattern of private car drivers. In addition, the Administration had been progressively implementing various short term and medium to long term measures recommended by the Transport Advisory Committee in its Report on Study of Road Traffic Congestion in Hong Kong.

Review of parking standards under the Hong Kong Planning Standards and Guidelines ("HKPSG")

13. Some members commented that the shortage of parking spaces was attributable to the lowering of the parking standards under HKPSG by TD seven times between 2002 and 2018, such that ancillary parking facilities of both private and government development projects were not sufficiently provided for. A few members opined that the HA should provide more parking spaces beyond the parking standards stipulated under HKPSG in the housing development projects, including building underground car parks to better utilize land resources. Members called on the Administration to review relevant guidelines under HKPSG.

14. The Administration advised that TD had undertaken a review on the parking standards under HKPSG, and was consulting relevant stakeholders with a view to increasing the parking provision. TD would promulgate the revised parking standards with due consideration to the views collected. As regards the provision of more parking spaces in the housing development projects under HA, subject to the principles of no flat losses, no delays in completion of housing units and no substantial costs involved, HA would provide more parking spaces in its new public housing developments as far as possible having regard to site and design constraints.

Installation of APS

15. Noting that the Administration intended to install APS in six districts including Sham Shui Po, Sheung Wan and Tsuen Wan, some members enquired whether the Administration would roll out the initiatives to districts that had been severely short of parking spaces by encouraging private investors to participate in the provision of APS at SST sites, and whether subsidies would be provided and allowing a longer tenancy period to attract private investors.

16. The Administration responded that in deciding whether to invite private investments for developing APS, TD would work with the Lands Department in identifying more suitable sites and explore whether it was feasible to extend the tenancy period of the sites so as to increase its attractiveness for private investors. The Administration would also need to evaluate the financial viability of operating an APS before inviting tenders for designing and building an APS in various districts in future.

Multi-story car parks managed by TD

17. Some members were concerned that for the purpose of redevelopments, many public car park buildings, such as Yau Ma Tei Multi-storey Carpark ("YMTMCP"), Middle Road Car Park in Tsim Sha Tsui, and Murray Road Multi-storey Carpark, Star Ferry Carpark and Rumsey Street Carpark in Central and Western District, would be demolished. This would critically aggravate the shortage of car parking spaces in the districts.

18. In response, the Administration explained that before the demolition of a public car park building, the Administration would conduct a traffic impact assessment to review the demand for parking facilities in the area concerned and determine the number of parking spaces to be reprovisioned. It would make reference to the HKPSG in planning for the provision of parking spaces. For example, before demolishing YMTMCP to facilitate construction of the Central Kowloon Route, the Administration would provide other parking spaces in STT car parks in the vicinity. The Administration also reconfirmed at the Special FC meeting held on 10 April 2019 that the reprovisioning of a car park in Ferry Street of Yau Ma Tei district was under planning. However, members were still worried that as the number of parking spaces to be reprovisioned after demolition of existing public car park buildings would be fewer than originally provided, the parking needs in the districts concerned would unlikely be met.

Implementation of smart parking measures

19. Regarding the dissemination of parking vacancy information of public car parks under the management of different government departments on the "HKeMobility", members suggested TD to require relevant government departments to disclose parking information on a mandatory basis so as to set an example for private car park operators to follow. Some members welcomed the installation of 12 000 new generation of parking meters with added feature of allowing motorists to pay their meter fees through mobile application, but at the same time expressed concern that such new feature might reduce the circulation of parking spaces for use by other motorists as motorists who had already parked their cars could easily renew another parking time slot through mobile application.

20. The Administration advised that TD had been communicating with other government departments on the launch of "HKeMobility" and the inclusion of parking vacancy information under their management through this one-stop platform. The number of public car parks participating in the dissemination of parking information on "HKeMobility" as at April 2019 was 280, and the number was expected to increase to about 330 by end 2019.

21. In reply to a member's enquiry on enhancing enforcement efficiency against traffic offences such as illegal parking, the Administration responded that HKP had conducted a trial scheme in 2018 on the use of hand-held cameras to facilitate enforcement actions against traffic offences stipulated in the Fixed Penalty (Criminal Proceedings) Ordinance (Cap. 240). The Administration planned to introduce amendments to relevant legislation into the Legislative Council to provide legal basis for the implementation of traffic e-enforcement system in the 2021-2022 legislative session.

Provision of Park and Ride ("PnR") facilities

22. Members expressed concern about inadequate number of PnR facilities and many of them were located in urban areas rather than major transport hub at the fringe of busy districts, thereby could not achieve the objective of reducing traffic flow coming into urban districts during peak hours. Some members also urged the provision of more PnR facilities at suitable interchanges in the New Territories West where traffic was very congested during peak periods.

23. The Administration responded that over the years, the Government had been providing concessions for parking facilities at public transport hubs at the fringe of busy business districts/urban areas with a view to encouraging motorists to park their vehicles and then travelled to their destinations by railway or other public transport means. Discussions had been held continuously between the Government and MTR Corporation Limited ("MTRCL") on using existing and new railway stations as hubs for extending PnR facilities to car parks in the vicinity of particular MTR stations. As of May 2019, there were 25 car parks providing PnR concessions in Hong Kong, with nine of them managed by the Housing Department ("HD") and MTRCL, four by private companies and 12 by the Link Asset Management Limited. Altogether they provided around 10 000 parking spaces, with a total of 3 513 being PnR parking spaces provided by the nine car parks with PnR services managed by HD and MTRCL. These nine car parks were located at or near MTR stations, including Hong Kong Station, Ocean Park Station, Kowloon Station, West Kowloon Station of the High Speed Rail, Hung Hom Station, Tsing Yi Station, Choi Hung Station, Sheung Shui Station and Kam Sheung Road Station. The Administration would continue to request MTRCL to promote existing PnR facilities, and look into the feasibility of providing PnR concessions for more car parks near MTR stations.

Motions

24. At the meeting held on 17 May 2019, the Panel passed five motions requesting the Administration to take measures to increase the provision of car parking spaces in Hong Kong. The motions and the Administration's responses to the issues raised in the motions are in **Appendices III** and **IV** respectively.

Latest position

25. The Administration will give an update on car parking initiatives at the Panel meeting to be held on 20 August 2021.

Relevant papers

26. A list of relevant papers is in **Appendix V**.

Council Business Division 4
Legislative Council Secretariat
13 August 2021

Numbers of parking spaces by district in the past three years^{^*}

District	Feb-19	Feb-20	Feb-21
Central and Western	41 103	41 343	41 145
Wan Chai	41 240	41 496	40 877
Eastern	50 548	51 289	51 402
Southern	42 655	42 793	42 784
Yau Tsim Mong	38 259	39 565	39 169
Sham Shui Po	34 818	34 942	35 245
Kowloon City	53 729	52 293	52 487
Wong Tai Sin	24 499	24 588	24 555
Kwun Tong	52 901	54 759	55 643
Tsuen Wan	40 690	40 923	41 733
Tuen Mun	45 350	45 815	46 579
Yuen Long	45 450	45 921	46 597
North	24 378	24 258	24 073
Tai Po	30 803	31 829	33 391
Sai Kung	45 766	46 812	47 396
Sha Tin	78 692	79 427	80 092
Kwai Tsing	49 748	50 128	50 256
Islands	17 700	18 398	17 740
Total	758 329	766 579	771 164

[^] The above parking information is collated from the data provided by various departments, organisations and car park management companies or operators, and is for general reference only. The actual number of parking spaces may vary as the departments, organisations, management companies or operators responsible for managing the car parks may make adjustments to the numbers/types of parking spaces to suit their own requirements.

* The figures exclude about 300 parking spaces reserved for special public services such as refuse collection or post offices' vehicles.

**Recommendations of
the Consultancy Study on Parking for CVs and
the Latest Progress of Implementation**

Recommendations	Latest Progress
(1) Designate suitable on-street locations as night-time CV parking spaces and to provide on-street parking spaces and picking-up/setting-down facilities for coaches	In 2020, 66 new on-street night-time CV parking spaces and on-street parking spaces for coaches were provided. During the same period, six new picking-up/setting-down facilities were provided for coaches.
(2) Encourage schools to allow student service vehicles to park within school premises after school hours	In the 2020/21 school year, a cumulative total of 28 schools provided about 80 parking spaces for student service vehicles.
(3) Specify in the tenancy agreement of suitable short-term tenancy (STT) car parks a minimum number of parking spaces for CVs	As at December 2020, special conditions specifying the provision of a minimum number of parking spaces for CVs have been incorporated into 36 STT car parks, involving a total of some 2 000 CV parking spaces.
(4) Identify suitable sites for public CV parks following the principle of “single site, multiple uses”	<p>Eight suitable sites for public CV parks have been identified.</p> <p>As at early March 2021, among these eight sites, pre-construction activities are being conducted for the Amenity Complex in Area 103, Ma On Shan. For the Leisure and Cultural Complex Project at Tin Yip Road, Tin Shui Wai and the proposed Open Space cum Underground Car Park at To Wah Road, West Kowloon, consultations with the relevant District Councils are on-going.</p> <p>TD will proceed with consultation with relevant stakeholders and technical feasibility assessment for the other five sites.</p>
(5) Revise the standards on parking spaces and loading/unloading spaces stipulated in the Hong Kong Planning Standards and Guidelines with a view to increasing the parking provision	TD has consulted relevant stakeholders and plans to promulgate the revised parking standards with due consideration to the views collected.

Recommendations	Latest Progress
(6) Stipulate the opening up of part of ancillary parking spaces and loading/unloading bays at suitable new development projects as night-time public parking spaces for CVs	New lease conditions to require the owners of new developments to open up part of the ancillary parking spaces and loading/unloading bays for night-time public parking of CVs have been formulated and will be incorporated in the Conditions of Sale for suitable new Government land sale sites.

- End -

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

本委員會促請政府，研究在新界西大型轉車站設立泊車轉乘設施，以便利居住偏遠地區的市民，駕駛車輛泊車並轉乘公共交通工具連接市區，紓緩市區交通擠塞問題，以符合政府「泊車轉乘」的政策原意。

動議人：田北辰議員

(Translation)

Panel on Transport

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

This Panel urges the Government to study the provision of park-and-ride facilities at major interchanges in the New Territories West to facilitate members of the public residing in remote areas to drive and park at those interchanges and then switch to public transport for travelling to the urban areas, so as to alleviate the traffic congestion problem in the urban areas, which is in line with the "park-and-ride" policy intent of the Government.

Moved by: Hon Michael TIEN Puk-sun

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

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

審計署報告《公眾泊車位的規劃、提供和管理》指出，本港近半(47%)路旁電單車泊車處被發現長期停泊不適宜在道路行走的電單車（俗稱「死車」），當中涉及618輛電單車。鑑於大量死車停泊在泊車處會阻礙有需要的車主使用車位，本委員會要求有關當局加強執法，採取更有效措施移除死車。

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

The Director of Audit's Report on "Planning, provision and management of public parking spaces" has pointed out that almost half (47%) of the on-street motorcycles considered not roadworthy (commonly known as "dead vehicles") have been found parking there for a long period of time, involving a total of 618 motorcycles. As the parking of a large number of "dead vehicles" in parking places will hinder car owners with parking needs from using the parking spaces provided, this Panel calls upon the relevant authorities to step up law enforcement efforts and take more effective measures to remove these "dead vehicles".

Moved by : Hon Jeremy TAM Man-ho

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

有鑒於本港泊車位不足，間接加劇路面交通擠塞、違泊及空氣污染等問題，本會促請政府要求透過以下措施適度增加泊車位，當中包括：據"香港規劃標準與準則"檢討泊車位比例、鼓勵私人承辦商在短期租約的土地上，設立多層智能泊車裝置、在"一地多用"的原則下，透過政策鼓勵私人發展商和政府部門善用地下空間，設立停車場、並在新發展及重建項目增加智能停車場的試點。

動議人：陸頌雄議員

(Translation)

Panel on Transport

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

Given that the inadequate supply of parking spaces in Hong Kong has indirectly aggravated the problems of road traffic congestion, illegal parking and air pollution, this Panel urges the Government to suitably increase parking spaces by means of the following measures: reviewing the parking space ratio in accordance with the Hong Kong Planning Standards and Guidelines, encouraging private developers to provide multi-storey automated parking facilities on short-term tenancy sites, encouraging private developers and government departments to make good use of underground spaces for the provision of car parks under the policy guideline of "single site, multiple uses", and identifying more pilot sites for the provision of automated car parks in new development and redevelopment projects.

Moved by: Hon LUK Chung-hung

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

本會促請政府認真檢視審計署最近發表的《公眾泊車位的規劃、提供和管理》報告，並就解決泊車位不足問題，積極考慮以下建議：

- 一、 改革交通諮詢委員會的運作模式，使委員會更有效反映交通運輸問題及提出建設性建議，以發揮諮詢機構應有的職能；
- 二、 制定未來五年車位供應藍圖，涵蓋商用車輛和私家車；
- 三、 檢討《香港規劃標準與準則》，豁免地面泊車位的地積比率，以鼓勵發展商積極增建停車場泊車位；
- 四、 增建更多泊車轉乘停車場，方便駕駛者轉乘公共交通工具，以減少車輛進入市區；
- 五、 落實一地多用，加快興建智能停車場，將興建計劃擴展至全港十八區；
- 六、 改善運輸署手機應用程式，開放更多泊車數據，提高使用率；
- 七、 加快推出智慧咪表，落實智慧出行；
- 八、 在新建的公共屋邨增加泊車供應，於現有屋邨、領展及其分析物業附近覓地，興建公眾停車場；
- 九、 完善現有停車場的管理安排，於假日開放政府物業泊車位。

動議人：陳恒鑾議員

(Translation)

Panel on Transport

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

This Panel urges the Government to seriously review the report on "Planning, provision and management of public parking spaces" published by the Audit Commission recently and proactively consider the following proposals for solving the problem of inadequate parking spaces:

1. revamping the modus operandi of the Transport Advisory Committee so that the Committee can more effectively reflect the traffic and transport problems and put forward constructive recommendations, thereby performing the functions that it should perform as an advisory body;
2. formulating the blueprint for the provision of parking spaces in the next five years covering both commercial vehicles and private cars;
3. reviewing the Hong Kong Planning Standards and Guidelines, and exempting the plot ratio of at-grade parking spaces to encourage developers to actively provide additional car parks and parking spaces;
4. providing more park-and-ride car parks to facilitate drivers to shift to public transport, so as to reduce the volume of traffic entering urban areas;
5. implementing the "single site, multiple uses" initiative, expediting the construction of automated parking system and extending such construction plans to all 18 districts in Hong Kong;
6. improving the mobile applications of the Transport Department, opening up more parking data and enhancing their utilization rates;
7. expediting the introduction of smart parking meters for the implementation of the "smart mobility" initiative;
8. 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; and

9. enhancing the current management arrangements for car parks and making available parking spaces in government properties during holidays.

Moved by: Hon CHAN Han-pan

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By fax and email
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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

c.c. Commissioner for Transport (Attn. : Mr Simon Lau) Fax : 2824 0433

**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

**Updated background brief on the the provision of
car parking spaces in Hong Kong**

List of relevant papers

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Date of meeting	Panel/ Committee	Minutes/Paper
3.12.2014	Council meeting	Hon Frankie YICK Chi-ming raised a question on parking spaces for school private light buses
11.2.2015	Council meeting	Hon Andrew LEUNG Kwan-yuen raised a question on supply of parking spaces
12.5.2015	Panel on Transport ("TP")	Administration's paper CB(4)922/14-15(04) Background brief CB(4)922/14-15(05) Minutes of the meeting CB(4)85/15-16
24.6.2015	Council meeting	Hon Frankie YICK Chi-ming raised a question on parking facilities
4.11.2015	Council meeting	Hon CHAN Han-pan raised a question on provision of parking spaces
6.1.2016	Council meeting	Hon Frankie YICK Chi-ming raised a question on parking facilities
20.1.2016	Council meeting	Hon WONG Kwok-kin raised a question on provision of parking spaces and enforcement actions against illegal parking
11.5.2016	Council meeting	Hon Alice MAK Mei-kuen raised a question on parking facilities
2.11.2016	Council meeting	Hon Frankie YICK Chi-ming raised a

Date of meeting	Panel/ Committee	Minutes/Paper
		question on parking spaces for school private light buses
11.1.2017	Council meeting	Hon Hon Mrs Regina Ip raised a question on combat illegal parking
15.2.2017	Council meeting	Hon Hon Frankie Yick raised a question on parking spaces in Central and Western District
19.5.2017	TP	Administration's paper CB(4)1021/16-17(09) Background brief CB(4)1021/16-17(10) Minutes of the meeting CB(4)13/17-18 Follow-up paper CB(4)1549/16-17(01)
1.11.2017	Council meeting	Hon Dr Hon Elizabeth Quat raised a question on supply of parking spaces in Ma On Shan
15.11.2017	Council meeting	Hon Dr Hon Priscilla Leung raised a question on combat illegal parking in Kowloon City, To Kwa Wan and Hung Hom
22.11.2017	Council meeting	Hon Hon Jimmy Ng raised a question on parking spaces
11.12.2017	TP	Updated background brief CB(4)326/17-18(01) Minutes of meeting CB(4)1447/17-18
28.2.2018	Council meeting	Hon Christopher CHEUNG raised a question on unlawful occupation of on-street metered parking spaces

Date of meeting	Panel/ Committee	Minutes/Paper
28.11.2018	Council meeting	Hon Frankie YICK raised a question on provision of parking spaces in Kowloon East
3.4.2019	Council meeting	Hon Vincent CHENG raised a question on increasing the number of parking spaces Hon Michael TIEN raised a question on illegal parking
17.5.2019	TP	Administration's paper CB(4)850/18-19(06) Updated background brief CB(4)850/18-19(07) Minutes of meeting CB(4)1230/18-19 Follow-up papers CB(4)1197/18-19(01)
29.6.2019	Council meeting	Hon Tony TSE raised a question on parking spaces for tourist coaches
23.10.2019	Council meeting	Hon YIU Si-wing raised a question on vacancy information of public car parking spaces
13.11.2019	Council meeting	Hon LUK Chung-hung raised a question on Supply of and demand for car parking spaces
27.11.2019	Council meeting	Hon Jimmy NG raised a question on parking spaces for private cars
26.2.2020	Council meeting	Hon CHUNG Kwok-pan raised a question on combating illegal parking
22.4.2020	Council meeting	Hon James TO raised a question on issues relating to illegal parking

Date of meeting	Panel/ Committee	Minutes/Paper
25.7.2020	Council meeting	<u>Hon KWOK Wai-keung raised a question on Car parking spaces on the Hong Kong Island</u>
11.11.2020	Council meeting	<u>Hon Jimmy NG raised a question on provision of car parking spaces</u>
9.12.2020	Council meeting	<u>Hon Tony TSE raised a question on management of car parking spaces</u>
16.12.2020	Council meeting	<u>Hon CHUNG Kwok-pan raised a question on problem of illegal parking</u>
16.6.2021	Council meeting	<u>Hon Frankie YICK raised a question on supply of car parking spaces</u>
7.7.2021	Council meeting	<u>Hon Tony TSE raised a question on Car parking spaces provided in development projects</u>

Council Business Division 4
Legislative Council Secretariat
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