

LCQ11: Provision and planning of car parking space

Following is a question by the Hon Vincent Cheng and a written reply by the Secretary for Transport and Logistics, Ms Mable Chan, in the Legislative Council today (May 28):

Question:

It has been reported that the Middle Road Multi-storey Carpark in Tsim Sha Tsui and the Yau Ma Tei Multi-storey Carpark have been demolished one after another, resulting in the reduction of over a thousand parking spaces in Yau Tsim Mong District. However, these parking spaces have not been promptly replaced. In addition, some members of the public have reflected that parking spaces in that district and Sham Shui Po District have been insufficient for a long time. In this connection, will the Government inform this Council:

(1) of the current shortage of parking spaces for private cars, motorcycles and goods vehicles in Yau Tsim Mong District and Sham Shui Po District respectively, according to the population of the two districts and the standards set out in the Hong Kong Planning Standards and Guidelines (HKPSG);

(2) given that in the reply to this Council on the Estimates of Expenditure 2025-2026, the Government indicated that the average utilisation rates of public car parks managed by Government Property Agency and Leisure and Cultural Services Department in Yau Tsim Mong District were only 42 per cent and 33 per cent respectively last year, while those in Sham Shui Po District were only 54 per cent and 23 per cent respectively, whether the Government has examined the reasons of the relatively low utilisation rates of these car parks; whether it will consider introducing measures to attract motorists to use these public car parks;

(3) given that the Government indicated in its reply to a question raised by this Council in February last year that it would, where circumstances permit, increase appropriately the number of public parking spaces in suitable Government, Institution or Community facilities and public open space projects, etc, whether the authorities have plans to provide additional parking spaces in Yau Tsim Mong District and Sham Shui Po District; if so, of the details (including target numbers and the timetable);

(4) whether the Government will provide additional public parking spaces equipped with intelligent parking systems; if so, of the details, including the locations of such parking spaces, whether it will consider installing electric vehicle charging facilities at such parking spaces, and how the Government will control the relevant construction costs;

(5) whether the Government will consider providing parking spaces underneath flyovers; if so, of the details (including whether more of such parking

spaces will be provided in Yau Tsim Mong District and Sham Shui Po District); and

(6) given that Government indicated in its reply to a question raised by this Council in January this year that it would regularly review and timely revise the standards for parking facilities in HKPSG to tie in with the parking space demand, when will the Government conduct the next review of the relevant standards?

Reply:

President,

The Government's policy on parking space provision prioritises addressing the demand for commercial vehicle (CV) parking. Where overall development permits, an appropriate number of private car (PC) parking spaces are also provided. However, the Government does not encourage frequent public transport users to switch to PCs, as this would exacerbate road traffic congestion. Nonetheless, the Government recognises that some members of the public choose to commute by PC for various reasons. Therefore, it has actively implemented a range of short-term and medium-to-long-term measures to increase the supply of parking spaces.

After consulting the Transport Department (TD), the Government Property Agency (GPA), and the Leisure and Cultural Services Department (LCSD), a consolidated response to the question raised by the Hon Vincent Cheng is as follows:

(1) The Hong Kong Planning Standards and Guidelines (HKPSG) set parking space standards for individual development projects rather than planning the overall parking supply in a district. In reviewing and approving development projects, relevant departments, including the TD, strive to ensure compliance with HKPSG standards. Parking demand in each district depends on various factors, including the overall economic situation, population structure, and local economic activity patterns. The demand for PC parking spaces is influenced by household income and housing types, while CV parking needs are shaped by operational modes, parking habits, and the residential and workplace locations of CV drivers. Consequently, setting specific parking supply targets for individual districts, such as Yau Tsim Mong and Sham Shui Po, is challenging.

As of March 2025, Yau Tsim Mong and Sham Shui Po had over 39 600 and approximately 37 500 parking spaces, respectively. Between March 2021 and March 2025, the number of parking spaces in both districts increased by about 2 500.

(2) The car parks at West Kowloon Government Offices and Cheung Sha Wan Government Offices, managed by the GPA, provide 50 and 263 PC parking spaces respectively and operate under commercial principles by contractors. At Cheung Sha Wan Government Offices, some parking spaces are available for public use throughout the day, while others are open only during non-office

hours due to departmental needs. The car park at West Kowloon Government Offices is open to the public during non-office hours.

Several LCSD-managed facilities, including Kowloon Park, Mong Kok Stadium, Shek Kip Mei Park, Lai Chi Kok Park, Sham Shui Po Sports Ground, Cornwall Street Park, and Lung Cheung Road Lookout, have open-air public car parks. Except for Mong Kok Stadium's car park, which is available only on non-match days, all mentioned car parks are open to the public around the clock.

Car park utilisation varies based on multiple factors, including fees, location, surrounding facilities, and PC parking demand during specific periods. For example, LCSD facility car parks see higher usage during venue opening hours, typically exceeding 60 per cent, but decline in the evening. Car park operators manage these facilities commercially, encouraging usage to maintain optimal occupancy rates. The fees of nearby parking facilities also influence utilisation. In 2024, the metered parking spaces in Yau Tsim Mong and Sham Shui Po had utilisation rates exceeding 90 per cent, partly due to their significantly lower fees compared to regular car parks.

(3) and (4) The Government continues to develop public vehicle parks (PVPs) in suitable Government, Institution or Community facilities and public open space projects under the "single site, multiple use" principle. Where feasible, automated parking systems (APS) are considered to enhance efficiency. Current and planned PVPs, short-term tenancy (STT) car parks, and new on-street parking spaces are expected to provide approximately 1 030 additional parking spaces in Yau Tsim Mong and Sham Shui Po (see Annex for details). By 2026, more than 135 new on-street parking spaces will be designated. This figure does not account for additional parking spaces in private and subsidised housing developments or commercial buildings. Moreover, at least 350 APS parking spaces are expected in ongoing PVP projects and STT car parks equipped with APS (see Annex for details).

Currently, no reliable electric vehicle (EV) charging facilities are available on the market that can be integrated into APS with more than two storeys or multidirectional configurations. There is currently no international standards for installing EV charging in APSs. Government departments have monitored APS developments globally and will explore EV charging options once the technology matures. Power supply capacity for medium chargers has been reserved in relevant public works projects based on current Environment and Ecology Bureau standards. For example, the PVP at the Joint-User Government Office Building in Area 67, Tseung Kwan O, is actively planning to install medium charging facilities at the bottom level of its puzzle-stacking APS. The Government will explore EV charging integration in APSs where technically and financially viable.

APS adoption is determined case-by-case, with cost-effectiveness as the primary criterion. Since APS equipment is relatively expensive, conventional parking spaces are used when proven more cost-effective. APSs generally enhance parking density, reduce construction scale (such as basement excavation depth), and shorten project timelines, thereby lowering costs. As APS technology advances, construction and operational expenses are expected

to decline further with benefit of economies of scale.

(5) The TD remains committed to optimising limited road space by designating parking under flyovers where feasible, ensuring road safety and traffic flow remain unaffected. Several factors, such as road safety (including sightline visibility and distance to nearby junctions), traffic flow, headroom clearance, pedestrian accessibility, underground utilities, local parking demand, and community feedback, are considered in site selection.

As of March 2025, the TD has designated over 340 motorcycle (MC) parking spaces and around 30 bus parking spaces under flyovers in Yau Tsim Mong. In Sham Shui Po, nearly 90 MC parking spaces are provided under flyovers. Additionally, the TD plans to allocate parking spaces under the Hing Wah Street West flyover near Lai Ying Street in Cheung Sha Wan, including approximately 10 PC metered parking spaces and 6 MC spaces. The Government will continue to identify new sites while welcoming input from the public and industry stakeholders.

(6) The HKPSG parking facility standards undergo regular reviews and timely revision to align with Hong Kong's evolving social and economic landscape, including future transportation policies. The last revision, in August 2021, increased ancillary PC parking spaces in private and subsidised housing projects and increased CV parking types and provisions in subsidised housing. The TD will assess the impact of these changes, including the first batch of subsidised housing developed under the revised HKPSG, expected to be completed in 2026, providing approximately 4 700 new parking spaces, to ensure continued alignment with urban developments.