

5. SUMMARY AND CONCLUDING REMARKS

5.1 Summary

5.1.1 The Study has identified current and future parking problems and proposed remedial measures to deal with the issues through the following tasks:

- Collection and examination of extensive data/information from relevant Government departments and interested parties. In addition, various surveys and consultations with major stakeholders were carried out;
- Review and enhancement of the parking inventory, based on the latest collected information and data. The parking inventory was converted into a spatial Geographic Information System format, which would allow speedy and accurate information/data compilation and retrieval;
- Development and enhancement of Parking Demand Model for forecasting demand conditions of various vehicle types for both the ownership-related and usage-related parking facilities;
- Review of the parking and loading/unloading provisions in Hong Kong Planning Standards and Guidelines. Of particular significance was the introduction of Global Parking Standard with two adjustment factors for setting private car parking requirements within residential developments. The 'demand indicator' factor reflects the propensity to own a car, while the 'accessibility' factor acknowledges lesser parking demand for developments near railway stations. New standards for bicycle parking and guidelines for loading/unloading of coaches have also been introduced;
- Assessment of parking demand and supply situations in the base year 2000 and future years 2006 and 2011. The recommended revised parking standards were incorporated into the enhanced Parking Demand Model to project future parking conditions; and



Residential Development near Railway Station

- Formulation and recommendation of appropriate remedial measures, based on the identified parking problems and the review of first Parking Demand Study recommendations.

5.1.2 The Study reveals that for ownership-related parking, there are surplus parking facilities for private cars in general for 2000, 2006 and 2011, but shortfalls for goods vehicles, coaches and motorcycles. The findings are summarised in Table 5.1.

Table 5.1 : Ownership-related Parking Situation

Year	Surplus (+) / Shortfall (-)			
	Private Cars/Taxis/ Light Vans	Goods Vehicles	Coaches	Motorcycles
2000	+ 82,000	- 9,000	- 3,300	- 9,000
2006	+ 73,500	- 10,400	- 4,100	- 10,600
2011	+ 48,500	- 10,700	- 4,800	- 10,800

5.1.3 For usage-related parking, there is in general surplus parking provision for most vehicles for 2000, 2006 and 2011. However, parking for motorcycles is in shortfall for all years. The findings are summarised in Table 5.2.

Table 5.2 : Usage-related Parking Situation

Year	Surplus (+) / Shortfall (-)		
	Private Cars/Taxis/ Light Vans	Goods Vehicles	Motorcycles
2000	+ 98,200	+ 13,700	- 500
2006	+ 109,000	+ 17,500	- 600
2011	+ 99,700	+ 17,200	- 700

5.1.4 Remedial measures have been formulated to address the identified parking space shortfalls. These measures have been developed to complement the Government's transport strategy. The recommended remedial

measures are categorised into the following groups:

- Remedial measures through planning process;
- Remedial measures through management; and
- Remedial measures using advanced technology solutions.

5.1.5 Remedial measures through planning process are recommended to improve planning standards so that the future development and re-developments can accommodate the associated parking and loading/unloading requirements and minimise the potential of traffic adversely affecting the adjacent road network. These measures are shown in Table 5.3a.

Table 5.3a : Remedial Measures Recommended in PDS-2 through Planning Process

A	Through Planning Process
A1	Revision of Hong Kong Planning Standards and Guidelines
A2	Provision of Park and Ride Facilities
A3	Provision of Kiss and Ride Facilities
A4	Provision of Multi-storey Vehicle Parks in New Developments
A5	Use of Opportunity Afforded by Redevelopment Proposals to Require Developer to Provide Public Parking Spaces
A6	Provision of Goods Vehicle/Coach Parking in Container Back-up Areas
A7	Formulation of Bicycle Parking Guidelines
A8	Allowing Flexible and Integrated Design for Motorcycle Parking

5.1.6 Remedial measures formulated through management are based on the principles of managing the demand and supply of facilities and optimising the use of facilities. A number of these management remedial measures are directed at addressing the ownership-related parking shortages for goods vehicles and coaches. These measures are listed in Table 5.3b.

Table 5.3b : Remedial Measures Recommended in PDS-2 through Management

B	Through Management
B1	Use of Short-term Tenancy Sites for Parking
B2	Use of Off-street Goods Vehicle Loading/Unloading Spaces for Night-time Goods Vehicle/Coach Parking
B3	Use of Day-time Parking Facilities in Government Buildings for Public Parking after Office Hours
B4	Use of Open Spaces at Government Premises for Goods Vehicle/Coach Parking after Office Hours
B5	Extending/Regularising More Night-time On-street Parking for Goods Vehicles/Coaches
B6	Converting On-street Private Car Spaces to Coach/Taxi Parking and Pick-up/Set down Facilities
B7	Designating Additional "No Waiting" Zones with Provisions for Coaches and Taxis
B8	Streamlining Application for Temporary Use of Vacant Private Development Sites for Goods Vehicle/Coach Parking

5.1.7 Remedial measures using advanced technology solutions are especially applicable in the urban, congested areas of Hong Kong Island and Kowloon over the longer term. The measures would incorporate the advanced technology and widely used Intelligent Transport System. These measures are shown in Table 5.3c.

Table 5.3c : Remedial Measures Recommended in PDS-2 through Using Advanced Technology Solutions

C	Using Advanced Technology Solutions
C1	Mechanical Parking System
C2	Parking Guidance System
C3	Real-time or Near Real-time Parking Related Information System
C4	Advanced Parking Information System



Advanced Parking Sign

5.1.8 The Study has recommended practical remedial measures to address the identified parking problems as shown in Tables 5.3a to 5.3c. The extent of achievements from applying these measures would be affected by various external factors. Possible influencing factors could include the length of approval and implementation process, availability of land for parking purposes, availability of resources to provide the necessary infrastructure, availability of technical expertise and public acceptance.

5.2 Concluding Remarks

5.2.1 Actions would need to be taken to address the existing and predicted parking problems for goods vehicles, coaches and motorcycles, together with the deficiency of passenger pick up/set down facilities for coaches. As illustrated in the report, these shortfalls could be adequately addressed by implementing a number of the recommended major remedial measures.

5.2.2 To address the surplus in private car parking spaces, the Study has recommended a revision in the Hong Kong Planning Standards and Guidelines for residential developments with an aim to cater for anticipated parking situations, to complement Government policies and to allow better use of valuable resources.

5.2.3 The enhanced PDM-2 coupled with the revised HKPSG and the new GIS based parking inventory would enable the determination of realistic parking demand and supply situations of individual districts. This information would allow the concerned authorities to effectively address the district-specific parking issues.

5.2.4 With the likely future changes in social and economic circumstances and the evolving policies, it is important that the findings and recommendations of the Second Parking Demand Study are continually reviewed and updated. This process will project realistic and prevalent parking situations for the Government to consider and carry out the revision of appropriate standards in Hong Kong Planning Standards and Guidelines and the formulation or enhancement of remedial measures to address the issues.

5.2.5 An interdepartmental Working Group on Parking established since the first Parking Demand Study will continue to function to oversee, monitor and review the implementation of the remedial measures recommended in this Study. As a strategic study that covers the whole of Hong Kong, the Second Parking Demand Study concentrates on strategic measures that set the direction for more detailed local assessments. Detailed programmes will be developed for individual districts based on specific problems and the most suitable measures for that district.



Parking Strategy for Future Development

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