

APPENDIX B

Current and Proposed Parking and Loading/ Unloading Standards in HKPSG

Table B.1 : Recommendations for Parking Provision – Residential Developments

Current Parking Standards		Recommended Parking Standards						
Type of Development	Standard	Type of Development	Global Parking Standard	Adjustment Ratio				
1. Public Housing – Private Car		1. Subsidised Housing – Private Car	1 car space per 6-9 flats	Type of Housing				
(a) Public Rental Estates, Home Ownership Schemes and Private Sector Participation Schemes (including Housing Society Estates)	- Public Rental Estates: 1 car space per 13-16 flats - HOS/PSPS/HS: 1 car space per 5-8 flats			Rental/Saleable				
(b) Sandwich Class Housing	- 1 car space per 4-7 flats			0.45				
2. Public Housing – Goods Vehicle		2. Subsidised Housing – Goods Vehicle	Light Goods Vehicle 1 LGV space per 100-200 flats Medium Goods Vehicle No fixed standard. To utilize estate commercial centre loading/unloading bays for overnight parking in estates.					
(a) Public Rental Estates, (these standards apply equally to Housing Society estates) and mixed Rental/HOS estates	Light Goods Vehicle - Public Rental Estates: 1 LGV space per 80 flats - HOS (in mixed Rental/HOS estates only): 1 LGV space per 200 flats. Medium Goods Vehicle No fixed standard. To utilize estate commercial centre loading/unloading bays for overnight parking in Rental or mixed Rental/ HOS estates.							
3. Private Developments – Private Car		3. Private Housing – Private Car	1 car space per 6-9 flats	Average Flat Size (GFA)				
- Zone 1 Areas	- 1 car space per 4-7 flats			< 40m ²	40m ² – 69.9m ²	70m ² – 99.9m ²	100m ² – 159.9m ²	> 159.9m ²
- Zone 2 Areas	- 1 car space per flat or for every 100m ² of gross floor area, whichever is the fewer			0.6	1	2.5	5	9
- Zones 3 and 4 Areas	- Minimum 1.5 car parking spaces for each dwelling							
4. Village Housing	- Up to 1 car parking space for each standard NTEH (65m ²), with 10-15% of provision for overnight goods vehicles.	4. Village Housing	No change					
		<p>Notes:</p> <p><u>All Residential Developments</u></p> <p>(1) The global parking standards for each district should be determined by Transport Department according to the demand/supply conditions in the respective districts. The global parking standards are subject to periodic review.</p> <p>(2) A 15% discount should be applied to the provision of residential car parking spaces where over 50% of the site area of the development fall within a 500m radius of rail stations. The 500m-radius catchment area of a rail station should be drawn from the centre of the station disregard of topographic undulation.</p> <p><u>Subsidised Housing</u></p> <p>(3) An adjustment factor of 0.6 may be used instead if it is reasonably certain at the planning stage that the subsidised housing will be 100% for sale upon completion. However, should the project be transferred to public rental use at a later stage, the adjustment ratio could be reverted back to 0.45.</p> <p>(4) Bachelor/single person flats should be excluded from the calculation of the overall parking provision of both car parking spaces and LGV spaces.</p> <p>(5) The LGV parking requirements for each district should be determined by Transport Department according to the demand/supply conditions of subsidised housing in the respective districts. The requirements are subject to periodic review.</p> <p><u>Private Housing</u></p> <p>(6) The average flat size of a development should be calculated by dividing the total domestic gross floor area (GFA) by the total number of flats of the development.</p> <p>(7) The standard for the developments of an average flat size greater than 159.9m² is a minimum requirement. Request for provision beyond the standard will be considered by Transport Department on a case-by-case basis.</p> <p>(8) Visitor car parking for private residential developments with more than 75 units per block should include 5 visitor spaces per block in addition to the recommendations or as determined by the Authority. For other private residential developments, the visitor car parking provision is to be decided by Transport Department on a case-by-case basis.</p> <p>(Refer to Statement of Intent for further guidance)</p>						

Table B.2 : Recommendations for Loading/Unloading Requirements – Residential Developments

Current Loading/Unloading Requirements		Recommended Loading/Unloading Requirements	
Type Of Development	Standards	Type of Development	Standards
1. (a) Public Rental Estates, Home Ownership Schemes and Private Sector Participation Schemes (including Housing Society Estates)	- Provision should be made for loading/unloading within the site, and space should also be provided around each block for service vehicles.	1. Subsidised Housing	- Provision should be made for loading/unloading within the site, and space should also be provided around each block for service vehicles.
1. (b) Public Rental Estates, (these standards apply equally to Housing Society estates) and mixed Rental/HOS estates	---		
1. (c) Sandwich Class Housing	- Provision should be made for loading/unloading within the site, and space should also be provided to serve each block.		
2. Private Developments in Zone 1 Areas	- Minimum of 1 loading/unloading bay for goods vehicles within the site for every 800 flats or part thereof, subject to a minimum of 1 bay for each housing block or as determined by the Authority. - Space should also be provided around each block for service vehicles.	2. Private Housing	- Minimum of 1 loading/unloading bay for goods vehicles within the site for every 800 flats or part thereof, subject to a minimum of 1 bay for each housing block or as determined by the Authority. - Space should also be provided around each block for service vehicles.
3. Private Residential Zone 2 Areas	---		
4. Private Residential Zones 3 and 4 Areas	---		
5. Village Housing	---	3. Village Housing	No Change

Table B.3 : Recommendations for Parking Provision – Community Facilities

Current Parking Standards		Recommended Parking Standards	
Type of Development	Standards	Type of Development	Standards
1. Educational		1. Educational	
(a) Primary Schools	- 1 car parking space for every 4 to 6 classrooms.	(a) Primary Schools	No change
(b) Secondary Schools and Technical Institutes	- 1 car parking space for every 3 to 4 classrooms.	(b) Secondary Schools and Technical Institutes	No change
(c) Special Schools	- 1 car parking space for every 4 to 8 classrooms.	(c) Special Schools	No change
(d) Kindergartens	- 0-1 car parking space per 4 to 6 classrooms	(d) Kindergartens	No change
---	---	(e) Tertiary Institutions	In general, no standards should apply. To be determined by the Authority.
2. Medical		2. Medical	
(a) Clinics and Polyclinics	- 1 to 1.5 car parking spaces for each consulting room. - Additionally, for polyclinics 3 parking spaces (9m x 3m) for ambulances.	(a) Clinics and Polyclinics	No change
(b) Hospitals	- 1 car parking space per 3 to 12 beds. - In addition, 2-5 spaces should be allocated for disabled visitor parking. - Additionally for hospitals with Accident and Emergency (A+E) departments - 8 parking spaces (9m x 3m) for ambulances and for hospitals without A+E departments 3 parking spaces (9m x 3m) for ambulances.	(b) Hospitals	No change
3. Churches	- Up to 1 car parking space for every 16 seats or equivalent.	3. Churches	No change
4. Electric Substations		4. Electric Substations	
(a) 66kV and above substation	- One space for private car	(a) 66kV and above substation	No change
(b) 33kV substation	- One space for private car	(b) 33kV substation	No change
5. Community Centres	- Up to 5 spaces for private cars - Up to one space each for a 30-seater bus, a LGV and a MGV/HGV.	5. Community Centres	No change
---	---	6. Arts Venues	In general, no standards should apply. To be determined by the Authority.
---	---	7. Social Welfare	
---	---	(a) Integrated Services Centres	To be recommended by detailed study
---	---	(b) Care-and-Attention Homes	To be recommended by detailed study

Table B.4 : Recommendations for Loading/Unloading Requirements – Community Facilities

Current Loading/Unloading Requirements		Recommended Loading/Unloading Requirements	
Type of Development	Standards	Type of Development	Standards
1. Education		1. Education	
(a) Primary Schools	<ul style="list-style-type: none"> - 1 lay-by for taxis and private cars for every: <ul style="list-style-type: none"> (i) 2 to 3 class-rooms in primary schools; (ii) 3 to 5 class-rooms in secondary schools and technical institutes. - For school buses there should be a minimum of 3 lay-bys within the school boundary for primary schools and up to 3 lay-bys for secondary schools. However, for all schools within public housing estates (rental, HOS and PSPS), the requirement for bus lay-bys should be examined on an individual basis taking account of the catchment area and the expected traffic conditions on the roads within the estate. 	(a) Primary Schools	No change
(b) Secondary Schools and Technical Institutes		(b) Secondary Schools and Technical Institutes	No change
(c) Special Schools		(c) Special Schools	No change
(d) Kindergartens	<ul style="list-style-type: none"> - 1 lay-by for taxis and private cars for every 2-3 classrooms. - A minimum of 3 lay-bys for school buses (within the site). 	(d) Kindergartens	<ul style="list-style-type: none"> - No change - A minimum of 2 lay-bys for school buses. (Note: The requirement may be substituted by 5 lay-bys of size 3mx7m for mini-bus/nanny van which can provide a total number of seats equivalent to that provided by 2 large school buses.)
---	---	(e) Tertiary Institutions	In general, no standards should apply. To be determined by the Authority.
2. Medical		2. Medical	
(a) Clinics and Polyclinics	<ul style="list-style-type: none"> - 1 to 2 lay-bys (9m x 3m) for ambulances to be provided under cover. - 0-1 taxi/private car lay-by per consulting room to be provided under cover. - 1 to 2 lay-bys for MGVs/HGVs. 	(a) Clinics and Polyclinics	No change
(b) Hospitals	<ul style="list-style-type: none"> - 1 lay-by for taxis and private cars to be provided under cover for every: <ul style="list-style-type: none"> (i) 80 beds, or part thereof, in hospitals with A+E departments. (ii) 160 beds, or part thereof, in hospitals without A+E departments. - 1 lay-by (7m x 3m) for PLBs or maxicabs for every: <ul style="list-style-type: none"> (i) 200 beds, or part thereof, in hospitals with A+E departments. (ii) 400 beds, or part thereof, in hospitals without A+E departments. - At hospital with A+E departments 2 lay-bys for ambulances. At hospitals without A+E departments 1 to 2 lay-bys for ambulances. All lay-bys to be under cover. - 1-3 lay-bys for MGVs/HGVs. 	(b) Hospitals	No change
3. Churches	- One to two bays (9m x 3m) for small coaches.	3. Churches	No change
4. Electric Substations		4. Electric Substations	
(a) 66kV and above substation	- One HGV/MGV space.	(a) 66kV and above substation	No change
(b) 33kV substation	- One LGV space.	(b) 33kV substation	No change
5. Community Centres	- 1 to 3 lay-bys for taxis and private cars and 1 to 2 lay-bys for buses/goods vehicles.	5. Community Centres	No change
---	---	6. Arts Venues	In general, no standards should apply. To be determined by the Authority.
---	---	7. Social Welfare	
---	---	(a) Integrated Services Centres	To be recommended by detailed study
---	---	(b) Care-and-Attention Homes	To be recommended by detailed study

Table B.5 : Recommendations for Parking Provision – Commercial Facilities

Current Parking Standards		Recommended Parking Standards	
Type of Development	Standards	Type of Development	Standards
1. Retail		1. Retail	No change
- Zone 1 Areas	1 car space per 200 - 300m ² GFA		
- Zones 2 and 3 Areas	<ul style="list-style-type: none">- For the first 2000m² GFA: 1 car space per 40-50m² GFA- Above 2000m² GFA: 1 car space per 150 - 200m² GFA		
2. Office	<ul style="list-style-type: none">- For the first 15000m² GFA: 1 car space per 150 - 200m² GFA- Above 15000m² GFA: 1 car space per 200 - 300m² GFA	2. Office	No change
3. Retail Markets	Generally nil	3. Retail Markets	No change
4. Hotels		4. Hotels	
(a) Main Urban Areas & New Towns	<ul style="list-style-type: none">- 1 car space per 100 rooms- In addition, for hotels with conference and banquet facilities: 0.5-1 car space per 100 seats	(a) Main Urban Areas & New Towns	No change
(b) Other areas	<ul style="list-style-type: none">- Not less than 1 single-deck tour bus parking space for every 200 guest rooms or part thereof- Not less than 1 car parking space for every 10 guest rooms- Additional provision for hotels with conference and banquet facilities: 2-5 car spaces per 100 seats	(b) Other areas	No change
5. Commercial Entertainment Facilities (e.g. cinemas, theatres.)	<ul style="list-style-type: none">- Range of 0 to 1 car parking space for every 20 seats or part thereof	5. Commercial Entertainment Facilities (e.g. cinemas, theatres.)	No change

Table B.6 : Recommendations for Loading/Unloading Requirements – Commercial Facilities

Current Loading/Unloading Requirements		
Type of Development	Standards	
1. Retail		
- Zone 1 Areas	- 1 loading/ unloading bay for goods vehicles for every 800 to 1200m ² or part thereof, of gross floor area.	
- Zones 2 and 3 Areas		
2. Office	- 1 loading/unloading bay for goods vehicles for every 2000 to 3000m ² or part thereof, of gross floor area. - For sites of at least 5000m ² net site area, 1 picking up/ setting down lay-by for taxis and private cars for every 20000m ² , or part thereof, of gross floor area.	
3. Retail Markets	- 1 medium/heavy goods vehicle bay per 20 - 30 large stalls, - 1 medium/heavy goods vehicle bay per 40 - 60 small stalls. - 1 loading/ unloading bay, same dimensions as those for a medium/heavy goods vehicle, for each refuse collection point. - In the preparation of development plans some lay-bys for taxis and private cars should be incorporated in the vicinity of markets.	
4. Hotels		
(a) Main Urban Areas & New Towns	- Loading/ unloading bays for goods vehicles: 0.5-1 goods vehicle bay per 100 rooms.	
	- Lay-by for taxi and private cars:	
	Hotel Type	Min. No.
	≤299 rooms	2
	300-599 rooms	3
	≥600 rooms	4
	- Lay-by for single-deck tour buses:	
	Hotel Type	Min. No.
	≤299 rooms	1
	300-899 rooms	2-3
≥900 rooms	3	
(b) Other areas	- Not less than 1 bay for goods vehicles for every 100 guest rooms or part thereof. - Additional provision for convention centres and banquet facilities to be determined by the Authority.	
5. Commercial Entertainment Facilities (e.g. cinemas, theatres.)	- Except for cinemas, 1 loading/ unloading bay for goods vehicles where practicable. - Not less than 1 picking up/setting down lay-by for taxis and private cars for every 400 seats or part thereof. - In the preparation of development plans some additional lay-bys for taxis and private cars should be incorporated in the vicinity of known cinemas, theatres and the like.	
Notes: (1) Provision referring to gross floor area (GFA) includes part thereof the specified m ² GFA. (2) Goods vehicle provision is divided into 50% LGV and 50% HGV.		

Recommended Loading/Unloading Requirements	
Type of Development	Standards
1. Retail	No change
2. Office	No change
3. Retail Markets	- No change - No change - No change - No change - Not less than 2 medium/heavy goods vehicle bays
4. Hotels	
(a) Main Urban Areas & New Towns	No change
(b) Other areas	No change
5. Commercial Entertainment Facilities (e.g. cinemas, theatres.)	No change
Notes: (1) No Change (2) Goods vehicle provision is divided into 65% LGV and 35% HGV.	

Table B.7 : Recommendations for Parking Provision – Industrial Developments (General Industrial Use)

Current Parking Standards		Recommended Parking Standards	
Type of Development	Standards	Type of Development	Standards
1. Industrial Zones		1. Industrial Zones	
(a) Industrial Buildings	<ul style="list-style-type: none"> - 1 car space per 1000-1200m² GFA - In the preparation of planning layouts for industrial areas, provision should be made for public parking areas to cater for transit vehicles which cannot be accommodated within individual lots. 	(a) Industrial Buildings	No change
(b) Industrial / Office Buildings	<ul style="list-style-type: none"> - 1 car space per 200-300m² I-O GFA - 1 car space per 200-300m² commercial GFA 	(b) Industrial / Office Buildings	1 car space per 600-750m ² GFA
---	---	2. OU(Business) Zones	
---	---	(a) Industrial Buildings	1 car space per 600-750m ² GFA
---	---	(b) Industrial / Office Buildings	1 car space per 600-750m ² GFA
---	---	(c) Office Buildings	<ul style="list-style-type: none"> - For the first 15000m² GFA: 1 car space per 150 - 200m² GFA - Above 15000m² GFA: 1 car space per 200 - 300m² GFA
---	---	(d) Business Buildings	1 car space per 200 - 300m ² GFA

Table B.8 : Recommendations for Loading/Unloading Requirements – Industrial Developments (General Industrial Use)

Current Loading/Unloading Requirements		Recommended Loading/Unloading Requirements	
Type of Development	Standards	Type of Development	Standards
1. Industrial Zones		1. Industrial Zones	
(a) Industrial Buildings	<ul style="list-style-type: none"> - 1 goods vehicle bay per 1000-1200m² GFA, 50% of which should be for parking of goods vehicles. - One loading / unloading bay shall be provided for container vehicles on sites with dimensions of not less than 45m x 40m. This provision shall be in addition to the loading / unloading bays required for conventional goods vehicles. The provision of loading / unloading bays for container vehicles on sites with dimensions of less than 45m x 40m should be considered on a case-by-case basis and in consultation with the Transport Department. - The following design standards apply to loading / unloading bays for container vehicles : Turning circle – 11.6 m outer radius. 	(a) Industrial Buildings	<ul style="list-style-type: none"> - 1 goods vehicle bay per 700-900m² GFA, 50% of which should be for parking of goods vehicles. - No change - No change
(b) Industrial / Office Buildings	<ul style="list-style-type: none"> - 1 goods vehicle bay per 1000-1200m² of 50% of the I-O GFA; and 1 goods vehicle bay per 2000-3000m² of the remaining 50% of the I-O GFA. - 50 % of all the above required goods vehicle bays shall be for parking of goods vehicles. - 1 goods vehicle bay for every 800-1200m² of the commercial GFA solely for loading / unloading purpose. - One container vehicle bay with turning circle of 11.6m outer radius shall be provided on sites with dimensions of not less than 45m x 40m. This provision shall be in addition to the loading / unloading bay required for conventional goods vehicles. The provision of loading / unloading bays for container vehicles on sites with dimensions of less than 45m x 40m should be considered on a case-by-case basis in consultation with the Transport Department. 	(b) Industrial / Office Buildings	No change
Notes:		Notes:	
(1) Provision referring to gross floor area (GFA) includes part thereof the specified m ² GFA.		(1) No change	
(2) Goods vehicle provision is divided into 50% LGV and 50% HGV.		(2) Goods vehicle provision is divided into 65% LGV and 35% HGV.	

Table B.8 : Recommendations for Loading/Unloading Requirements – Industrial Developments (General Industrial Use) (Cont'd)

Current Loading/Unloading Requirements		Recommended Loading/Unloading Requirements	
Type of Development	Standards	Type of Development	Standards
---	---	2. OU(Business) Zones	
---	---	(a) Industrial Buildings	<ul style="list-style-type: none"> - 1 goods vehicle bay per 1000-1200m² of 50% of the GFA; and 1 goods vehicle bay per 2000-3000m² of the remaining 50% of the GFA. - 50 % of all the above required goods vehicle bays shall be for parking of goods vehicles. - One container vehicle bay with turning circle of 11.6m outer radius shall be provided on sites with dimensions of not less than 45m x 40m. This provision shall be in addition to the loading / unloading bay required for conventional goods vehicles. The provision of loading / unloading bays for container vehicles on sites with dimensions of less than 45m x 40m should be considered on a case-by-case basis in consultation with the Transport Department.
---	---	(b) Industrial / Office Buildings	<ul style="list-style-type: none"> - 1 goods vehicle bay per 1000-1200m² of 50% of the I-O GFA; and 1 goods vehicle bay per 2000-3000m² of the remaining 50% of the I-O GFA. - 50 % of all the above required goods vehicle bays shall be for parking of goods vehicles. - 1 goods vehicle bay for every 800-1200m² of the commercial GFA solely for loading / unloading purpose. - One container vehicle bay with turning circle of 11.6m outer radius shall be provided on sites with dimensions of not less than 45m x 40m. This provision shall be in addition to the loading / unloading bay required for conventional goods vehicles. The provision of loading / unloading bays for container vehicles on sites with dimensions of less than 45m x 40m should be considered on a case-by-case basis in consultation with the Transport Department.
---	---	(c) Office Buildings	<ul style="list-style-type: none"> - 1 loading/unloading bay for goods vehicles for every 2000-3000m², or part thereof, of gross floor area. - For the sites of at least 5000m² net site area, 1 picking up/ setting down lay-by for taxis and private cars for every 20000m², or part thereof, of gross floor area.
---	---	(d) Business Buildings	<ul style="list-style-type: none"> - 1 goods vehicle bay per 800-1200m² GFA, 50 % of which should be for parking of goods vehicles. - A minimum of 1 picking up/ setting down lay-by for taxis and private cars shall be provided for the sites of at least 5000m² net site area. - One container vehicle bay with turning circle of 11.6m outer radius shall be provided on sites with dimensions of not less than 45m x 40m. This provision shall be in addition to the loading / unloading bay required for conventional goods vehicles. The provision of loading / unloading bays for container vehicles on sites with dimensions of less than 45m x 40m should be considered on a case-by-case basis in consultation with the Transport Department.
---	---	Notes: (1) Provision referring to gross floor area (GFA) includes part thereof the specified m ² GFA. (2) Goods vehicle provision is divided into 65% LGV and 35% HGV. (3) Business Buildings – for the definition, please refer to Table 7, paragraph 7.2.3.	

Table B.9 : Recommendations for Parking Provision and Loading/Unloading Requirements – Industrial Developments (Special Industrial Use)

Type of Development	Current Parking Requirements			Recommended Parking Requirements		
	Private Car	Lorry (50% for LGV; 50% for HGV)	Container	Private Car	Lorry	Container
1. Industrial Estate (IE)	1 per 900m ² GFA or 1 per 450m ² site area, whichever is the greater. Of the spaces provided, 50% shall be for parking of private cars and light vans and 50% shall be for parking and loading / unloading of lorries ²		One container bay should be provided for a site with dimensions 45m x 40m	No change		No change
2. Science Park (SP)	1 per 75m ² GFA (75% for cars; 25% for vans)	1 per 5,000m ² GFA	Nil	No change	No change	No change
3. Rural Based Industrial Use (RI)	1 parking space per establishment or 1 parking space for every 900m ² GFA of the establishment, whichever is the greater, for lorry / visitor parking			No change		
4. Other Industrial Uses with Special Requirements (SI)	As per functional needs			No change		

Table B.10 : Recommendations for Parking Provision and Loading/Unloading Requirements – Recreational Facilities

Recommended Parking Requirements	
Type of Development	Standards
1. Sports Facilities	In general, no standards should apply. To be determined by the Authority.
2. Leisure Facilities	In general, no standards should apply. To be determined by the Authority.

Table B.11 : Recommendations for Dimensions for Standard Parking Spaces and Loading/Unloading Bays

Current Standards				Recommended Standards			
Type of Vehicle	Length (m)	Width (m)	Minimum Headroom (m)	Type of Vehicle	Length (m)	Width (m)	Minimum Headroom (m)
Private Cars and Taxis	5	2.5	2.4	Private Cars / Taxis / Light Vans	No change	No change	2.4
Coaches and Buses	12	3.0	3.8				
Light Goods Vehicles (LGV)	7	3.5	3.6	Light Goods Vehicles (LGV)	No change	No change	No change
Medium/Heavy Goods Vehicles (MGV/HGV)	11	3.5	4.1	Medium/Heavy Goods Vehicles (MGV/HGV)	No change	No change	4.7
Container Vehicles	16	3.5	4.5	Container Vehicles	No change	No change	4.7
				Coaches and Buses	12	3.5	3.8
				Light Buses	8	3.0	3.3

Note:

Buses mean a motor vehicle constructed or adapted for the carriage of more than 16 passengers and their personal effects.

Light buses mean a motor vehicle having permitted gross vehicle weight not exceeding 4 tonnes which is constructed or adapted for use solely for the carriage of a driver and not more than 16 passengers and their personal effects, but does not include an invalid carriage, motorcycle, motor tricycle, private car and taxi.

Table B.12 : Recommendations for Parking Guidelines

Current Parking Guidelines	Recommended Parking Guidelines
<p>6 <u>Cycling</u></p> <p>6.4 Cycle Park</p> <p>6.4.1 Where a scenic cycle route is planned, consideration should be given subject to availability of land to provide in a nearby site a cycle park with cycle rental facility. Such rental facility can also extend to both ends of the route to enable one way rental line. This kind of rental facility will of course be essentially a commercial initiative.</p> <p>6.5 Cycle Parking Areas</p> <p>6.5.1 In areas where cycle tracks meant for short-distance intra-district travel are provided, cycle parking facilities should be provided to avoid illegal parking which may cause obstruction to other road users. In general, cycle parking shall be provided in major residential developments, activity centres, markets, public transport interchanges, rail stations and relevant GIC facilities. The requirement for cycle parking may vary depending on a number of factors including the type of development, the location of the development, the availability of cycle tracks in the area as well as the popularity of cycling in the area etc. While a comprehensive guideline may not be necessary, advice on the level of parking provision should be sought from the Transport Department.</p> <p>6.6 Standards for Cycle Parking Areas</p> <p>6.6.1 Cycle parking areas shall be provided off road/cycle track to avoid obstruction to vehicular, pedestrian and cycle traffic. They shall be provided at open locations with full public view in order to deter theft. To encourage use of the designated parking areas and to discourage illegal parking, cycle parking shall be conveniently located close to the general destinations. For short and long term parking, these areas shall not be located more than 30 m and 70 m respectively away from these destinations.</p> <p>6.6.2 Suitable fixed stands or cycle racks shall be provided in the parking area to support the cycle and to enable the cycle to be securely chained to these fixtures to deter theft. The layout of these stands or racks shall be designed to maximise the parking capacity available at the site. Further information on cycle parking is available in Volume 3 Chapter 6 of the TPDM.</p> <p>6.6.3 Direction signs shall be provided where appropriate to inform cyclists of the direction to the nearby parking areas.</p>	<p>6 <u>Cycling</u></p> <p>6.4 Cycle Park</p> <p>6.4.1 Where a scenic cycle route is planned, consideration should be given subject to availability of land to provide in a nearby site a cycle park with cycle rental facility, the cycle park should be connectable with the cycle track. Such rental facility can also extend to both ends of the route to enable one way rental line. This kind of rental facility will of course be essentially a commercial initiative.</p> <p>6.5 Cycle Parking Areas</p> <p>6.5.1 [No change]</p> <p>6.5.2 Subject to local conditions of the area concerned, bicycle parking spaces shall be provided in the residential developments where proper cycle tracks with direct connection to rail stations are accessible. The following guidelines on the level of bicycle parking provision for these residential developments are recommended:</p> <ul style="list-style-type: none"> - within a 0.5-2km radius of a rail station, 1 bicycle parking space for every 15 flats with average flat size smaller than 70m². - outside a 2km radius of a rail station, 1 bicycle parking space for every 30 flats with average flat size smaller than 70m². <p>6.5.3 Designated cycle parking area shall be provided at the rail stations where cycle tracks are provided, at a rate of 30 bicycle parking spaces per 10,000 population within the 2-km radius of the station.</p> <p>6.6 Standards for Cycle Parking Areas</p> <p>6.6.1 [No change]</p> <p>6.6.2 [No change]</p> <p>6.6.3 [No change]</p> <p>6.6.4 At the designated bicycle parking area at railway stations, signs shall be erected to inform cyclists of the terms and conditions of use of the bicycle parking area.</p>

Table B.12 : Recommendations for Parking Guidelines (Cont'd)

Current Parking Guidelines		Recommended Parking Guidelines	
7	<u>Parking</u>	7	<u>Parking</u>
7.1	General	7.1	General
7.1.1	Provision of parking spaces should be compatible with Government's overall transport policy as set out in the Introduction of this Chapter. As a general principle, parking should be provided at a level which will not unduly attract potential passengers to use private vehicles in preference to public transport. In particular, for developments which are close to railway stations and large public transport interchanges, lower parking standards should be adopted.	7.1.1	[No change]
7.1.2	Optimum use should be made of existing parking facilities and the demand for such facilities should be carefully managed. In those situations where demand for facilities still exceeds supply consideration should be given to providing additional facilities provided that such provision would not be contrary to the Transport Strategy and that it would not overload the road system.	7.1.2	[No change]
7.1.3	Other practical considerations which should be taken into account when determining the appropriate level of provision of parking facilities include: <ul style="list-style-type: none"> (a) The projected road capacity and traffic volumes both in the immediate vicinity and the wider district; (b) The quality of pedestrian access, as well as the walking distance, to major railway stations and public transport interchanges; (c) The availability of public car parks in the vicinity; (d) The size and shape of the site; and (e) The feasibility of providing safe access/egress. 	7.1.3	Other practical considerations which should be taken into account when determining the appropriate level of provision of parking facilities include: <ul style="list-style-type: none"> (a) Availability of public transport services in the vicinity; (b) Availability of public car parks in the vicinity; (c) Proximity to and quality of pedestrian access linking railway stations and other major public transport interchanges; (d) Traffic conditions of local road networks; (e) Parking demand and supply condition in the vicinity; and (f) Trend of territorial car ownership
7.1.4	For any particular on-street location or off-street development the consideration of all of the above factors and deciding on the appropriate level of provision of parking facilities, will be the responsibility of Transport Department. If any other departments or agency wishes to appeal against the decision of the Transport Department, such an appeal will be determined by the Transport Bureau.	7.1.4	[No change]
7.1.5	Volume 7 of the TPDM offers detailed advice on parking including relevant legislation and design considerations. Volume 6 Chapter 8 of the TPDM provides technical details and design on parking for drivers with disabilities.	7.1.5	[No change]

Table B.12 : Recommendations for Parking Guidelines (Cont'd)

Current Parking Guidelines	Recommended Parking Guidelines
<p>7.2 Off-street Parking</p> <p>7.2.1 Parking for all types of vehicles should preferably be provided off-street. The Parking Demand Model, developed in the Parking Demand Study and periodically updated by Transport Department, provides a forecast of future parking demand by district for the major vehicle classes of private car and goods vehicle. This information can help the decision making process regarding provision of parking facilities.</p> <p>7.2.2 Off-street parking can be subdivided into “private parking”, which services the particular requirements of the development in which it is located and is restricted to owners and authorized users; and “public parking”, which is available to the general public and services the area around which the car park is located.</p>	<p>7.2 Off-street Parking</p> <p>7.2.1 Parking for all types of vehicles should preferably be provided off-street. The Parking Demand Model, developed in the Second Parking Demand Study and periodically updated by Transport Department, provides a forecast of future parking demand by district for the major vehicle classes of private car and goods vehicle. This information can help the decision making process regarding provision of parking facilities.</p> <p>7.2.2 [No change]</p>
<p><i>Private Parking</i></p> <p>7.2.3 The standards for private parking are set out in detail in Table 11, at the end of this Chapter. They include the parking standards for residential developments, community facilities, commercial facilities and industrial developments. The standards in Table 11 also include requirements for loading and unloading facilities for each type of development. In residential developments provision should be sufficient to match existing and forecast car ownership of residents, subject to road capacity considerations. For GIC, commercial and industrial developments provision should be adequate to fully meet the operational requirements and such visitor parking as deemed reasonable and thereby avoid the necessity for on-street parking and loading/ unloading. While the standards should be followed as far as possible, flexibility may need to be exercised, taking account of the particular factors relevant to individual developments. To assist in the application of this flexible approach more detailed guidelines are set out in the Statement of Intent in Table 11.</p> <p>7.2.4 In determining the standards for private parking, it should be remembered that these parking spaces will need to serve the building throughout its whole life. Catering just for existing peaks or troughs in demand would be short-sighted and must be avoided. The forecast demand for parking spaces throughout the life of the building should form the basis for the assessment of provision.</p>	<p><i>Private Parking</i></p> <p>7.2.3 [No change]</p> <p>7.2.4 [No Change]</p> <p>Additional Clause after 7.2.4</p> <p>With regard to the developments in the “OU(Business)” zone, the following types of building are permitted as of right as new development or redevelopment/conversion of the whole building:-</p> <ol style="list-style-type: none"> Business buildings providing accommodation for a mix of non-polluting industrial (excluding industrial undertakings involving the use/storage of dangerous goods), office and other commercial uses; Office buildings with or without retail and other commercial uses; Industrial buildings providing accommodation for non-polluting industrial (excluding industrial undertakings involving the use/storage of Dangerous Goods) and ancillary office uses; and I-O buildings providing accommodation for non-polluting industrial (excluding industrial undertakings involving the use/storage of Dangerous Goods) and offices directly related to industrial uses with or without commercial uses in the commercial portion in the lower floors which will be separated from the industrial uses in the upper floors by a buffer floor.

Table B.12 : Recommendations for Parking Guidelines (Cont'd)

Current Parking Guidelines	Recommended Parking Guidelines
<p><i>Public Parking</i></p> <p>7.2.5 New multi-storey public car parks should normally be built by the private sector although in exceptional circumstances they may be developed through the public works programme, if there is a significant shortfall and private sector participation is not forthcoming. For better land utilization, multi-storey public vehicle parks should normally be incorporated as part of a joint user development.</p> <p>7.2.6 It is Government's policy to encourage the development of "park-and-ride" and "kiss-and-ride" facilities at suitably located rail stations and public transport interchanges, with a view to encouraging public transport ridership. Such locations would normally be outside of the busy urban areas and close to major transport routes providing good access to the intended catchment areas.</p>	<p><i>Public Parking</i></p> <p>7.2.5 [No change]</p> <p>7.2.6 [No change]</p>
<p><i>Park-and-ride</i></p> <p>7.2.7 To achieve a better co-ordinated public transport system and to promote the use of public transport system, park-and-ride facilities should be provided at suitable rail stations in the New Territories and/or fringe or urban areas as far as practicable. This is to encourage motorists switching to mass transport, thus alleviating traffic congestion problems along strategic route corridors and reducing parking demand in the inner urban areas.</p> <p>7.2.8 Park-and-ride facilities are usually provided and run by commercial operators or as part of the lease conditions.</p>	<p><i>Park-and-ride</i></p> <p>7.2.7 To achieve a better co-ordinated public transport system and to promote the use of public transport system, park-and-ride facilities should be provided at or near suitable rail stations or public transport node in the New Territories and/or fringe or urban areas as far as practicable. This is to encourage motorists switching to mass transport, thus alleviating traffic congestion problems along strategic route corridors and reducing parking demand in the inner urban areas. The selection of site is not related to parking demand at origin / destination. When assessing the choice of park-and-ride site, it is important to make sure:</p> <ul style="list-style-type: none"> • The facility is located close to public transport node in order to enhance interchangeability. • The facility is not located at congested area, since the facility may attract large amount of traffic at peak hour. • The facility is convenient to the drivers who live in the less accessible areas and need to use their car as a feeder to the rail system. <p>7.2.8 [No change]</p>
<p><i>Cycle Parking Areas</i></p> <p>7.2.9 It is Government policy to encourage, through the planning process, non-polluting travel. Where appropriate, cycling as a supplementary transport mode should be promoted in new development areas. More information on the provision of cycle parking is provided in Section 6 of this Chapter.</p>	<p><i>Cycle Parking Areas</i></p> <p>7.2.9 It is Government policy to encourage, through the planning process, non-polluting travel. Where appropriate, cycling as a supplementary transport mode should be promoted in areas where proper bicycle tracks are available. More information on the provision of cycle parking is provided in Section 6 of this Chapter.</p>

Table B.12 : Recommendations for Parking Guidelines (Cont'd)

Current Parking Guidelines	Recommended Parking Guidelines
	<p><i>Coach Parking</i></p> <p>7.2.10 Coach picking-up/setting-down bays should be provided at the airport, cruise terminals, transport interchanges and at or near major tourist attractions.</p> <p>7.2.11 On-street/off-street picking-up/setting down bays should be provided where direct pleasant pedestrian linkages with nearby tourist attractions are available. Designation of such on-street coach facilities should be subject to local traffic condition and availability of public parking in the vicinity.</p> <p>7.2.12 Adequate signage shall be provided where appropriate to guide tourists to nearby destinations.</p> <p>7.2.13 At or near major tourist attractions, dedicated coach parking facilities should be provided for serving as holding facilities for coaches waiting to pick up tour groups.</p>
	<p><i>Parking for Persons with Disabilities</i></p> <p>7.2.14 Sufficient number of car parking spaces shall be designated as parking for persons with disabilities as below. Advice on the level of parking provision should be sought from the Transport Department.</p> <p><u>i. Residential Developments</u></p> <ul style="list-style-type: none"> Where the development has more than 200 car parking spaces, at least one space for each 200 spaces or part thereof over 100 spaces shall be reserved for persons with disabilities. Where the development has less than 200 car parking spaces, at least one space shall be reserved for persons with disabilities. For cases with site constraints, one priority parking space for persons with disabilities shall be provided or flexibility should be applied to permit nil provision. The priority parking spaces may be used by persons without disabilities when there is no demand. Where the development is required to provide visitor parking, one visitor car parking space shall be capable to serve the persons with disabilities. <p><u>ii. Commercial Facilities</u></p> <ul style="list-style-type: none"> Where the development has more than 200 car parking spaces, at least 1 to 2 spaces for each 200 spaces or part thereof over 100 spaces shall be reserved for persons with disabilities. Where the development has 50-200 car parking spaces, at least one space shall be reserved for persons with disabilities. Where the development has less than 50 car parking spaces, flexibility should be applied to allow for nil provision. <p><u>iii. Community Facilities</u></p> <p><i>Education Facilities</i></p> <ul style="list-style-type: none"> At least one priority parking space for staff or visitors with disabilities shall be provided. The priority parking spaces may be used by persons without disabilities when there is no demand. <p><i>Medical Facilities</i></p> <ul style="list-style-type: none"> At least one of the visitor parking spaces for persons with disabilities shall be located in close proximity to Accident and Emergency (A+E) departments. <p><i>Churches or Community Centres</i></p> <ul style="list-style-type: none"> At least one priority parking space for staff or visitors with disabilities shall be provided. The priority parking spaces may be used by persons without disabilities when there is no demand.

Table B.12 : Recommendations for Parking Guidelines (Cont'd)

Current Parking Guidelines	Recommended Parking Guidelines
	<p><u>iv. Industrial Developments</u></p> <ul style="list-style-type: none"> Where the development has more than 200 car parking spaces, at least one space for each 200 spaces or part thereof over 100 spaces shall be reserved for persons with disabilities. Where the development has less than 200 car parking spaces, at least one space shall be reserved for persons with disabilities. For cases with site constraints, flexibility should be applied to permit nil provision. <p><u>v. Other Developments</u></p> <ul style="list-style-type: none"> The number of parking spaces reserved for persons with disabilities shall not be less than one or shall be provided as determined by Transport Department. <p>7.2.15 Car parking spaces for persons with disabilities shall be located on horizontal and level ground and closer to accessible entrances. For a multi-storey car park, the parking spaces shall be provided on each level in order to achieve greater access in terms of accessible entrance and convenience. If a communal car park serves different buildings, the parking spaces shall be dispersed so that convenient access to each building is provided.</p> <p>7.2.16 In addition to the dimension for a standard car parking space, an access aisle shall be provided on either side of the parking space for persons with disabilities to allow for wheelchair access. The parking spaces should be provided in covered areas as far as possible. The technical details and design on parking for drivers with disabilities are provided in Volume 6 Chapter 8 of TPDM.</p> <p>7.2.17 Signage clearly indicating the exact locations of the designated parking spaces for the use by persons with disabilities shall be erected in a conspicuous place at the entrance of the car park and where appropriate in the development. The signage is required to be placed so as not to be obscured and can be seen from a driver's seat.</p> <p><i>Liquefied Petroleum Gas (LPG) Vehicle Parking</i></p> <p>7.2.18 Parking of LPG vehicles should be in open areas, not in enclosed single-vehicle garages</p> <p>7.2.19 Maintenance of LPG vehicles in car parks should be prohibited.</p> <p>7.2.20 Underground car parks should not be used where there are reasonably practicable alternative facilities in the vicinity.</p> <p>7.2.21 Where underground car parks are to be used, effective and reliable forced ventilation should be installed.</p> <p>7.2.22 Natural ventilation at multi-storey above ground car parks should reduce the probability of explosion.</p>

Table B.12 : Recommendations for Parking Guidelines (Cont'd)

Current Parking Guidelines		Recommended Parking Guidelines	
7.3	On-Street Parking	7.3	On-Street Parking
7.3.1	On-street parking should normally only be considered on local distributors and roads lower in the hierarchy. On such roads, on-street parking spaces may be provided where off-street facilities are inadequate to meet demand and where provision would not adversely affect the flow of traffic. On-street spaces should generally cater for short term parking needs and parking meters should be installed to encourage such usage.	7.3.1	[No change]
7.3.2	Both parking and loading/unloading should be provided off-street as far as possible unless circumstances dictate that on-street facilities must be provided on local roads to suit the needs of developments or certain special users such as disabled drivers. An early decision is required on whether on-street parking and loading/unloading will be provided in order to determine the required width of road.	7.3.2	[No change]
7.3.3	Where on-street parking spaces for buses, containers and heavy goods vehicles are required, they should be so sited as to avoid causing noise nuisance to residential areas.	7.3.3	[No change]
		7.3.4	Where opportunity arises, on-street disabled parking spaces may be provided near the facilities that the disabled persons often visit and where off-street provision is proven inadequate in the vicinity. These facilities may include banks, retail markets, post offices, community centres, etc.