

**Memorandum for the Commercial Properties Committee of
the Hong Kong Housing Authority**

**Progress Update on the Provision of
Housing Authority's Car Parking Facilities**

PURPOSE

This paper informs Members of the updated progress in the provision of car parking facilities by Housing Authority (HA) in public housing developments.

BACKGROUND

2. HA provides car parking facilities in its public housing developments primarily to serve the residents or occupiers of the estates concerned and their bona fide guests and visitors for the parking of their vehicles ^{Note 1}. As at the end of December 2020, HA has a portfolio of around 32 200 parking spaces in 180 carparks, and about 11 % of this portfolio are made available in individual developments for hourly parking by visitors of the developments concerned.

MAXIMISING USAGE OF CAR PARKING FACILITIES

3. To optimise the use of resources and to meet the keen demand for car parking spaces, we have been keeping in view closely the usage of HA's car parking facilities. In March 2018, we updated Members (Paper No. CPC 8/2018) on the various measures that we had been taking to maximise the usage of HA's car parking facilities. These measures include –

Note 1 There are three main types of parking spaces, which are for the parking of private cars, motorcycles and light goods vehicles.

- (a) re-designation of surplus parking spaces for a particular type of vehicle to other types of vehicle in demand;
- (b) converting surplus monthly parking spaces for hourly parking to meet the demand, particularly during weekends and public holidays;
- (c) adopting floating parking system^{Note 2} in some HA carpark with hourly parking to enable the sale of more monthly tickets^{Note 3} and reduce the number of carpark users on the waiting list; and
- (d) letting surplus parking spaces to non-residents upon obtaining necessary permissions^{Note 4}, etc.

4. Through the implementation of such measures coupled with the increasing demand for car parking spaces, the overall occupancy rate of HA carpark has been maintained at a high level of around 97% as at the end of December 2020. We will continue to implement the above measures to maximise the usage of existing car parking facilities.

ADDITION OF CAR PARKING SPACES

5. In support of the Government's efforts to increase the provision of car parking spaces and in response to local demand, we have been endeavoring to provide more parking spaces in HA's new and existing carpark and public housing developments.

Note 2 As at the end of December 2020, the floating parking system has been adopted in 33 carpark and a mix of reserved and floating parking system has been adopted in 25 carpark.

Note 3 A discount of 15% on the monthly parking fees will be provided to users of parking spaces under the floating parking system.

Note 4 Necessary permissions have been obtained for the letting of surplus parking spaces in 58 carpark to non-residents.

6. For **HA's existing carparks and estates**, we informed Members (Paper No. CPC 8/2018) that we would seek opportunities to create additional car parking spaces by making use of open spaces, realigning parking spaces, re-designating spaces for the parking of other types of vehicles, etc. subject to technical feasibility, necessary approvals and local views. We have then kept Members updated of the progress (Paper Nos. CPC 6/2019 and CPC 16/2020). As at the end of December 2020, we have identified a total of 198 possible additional parking spaces. 128 of them have been created in 18 estates ^{Note 5} and we are working on the remaining 70 in another five estates ^{Note 6}. We will continue to keep in view the usage of HA's car parking facilities and seek opportunities for further addition of parking spaces if there is demand and where circumstances permit.

7. For **HA's new public housing developments**, we informed Members (Paper No. CPC 6/2019) that we would provide parking spaces at the upper end of the standards stipulated in the Hong Kong Planning Standards and Guidelines (HKPSG) if it is technically feasible. In addition, we would also consider providing parking spaces on top of the HKPSG requirements on a case-by-case basis ^{Note 7}.

8. We will continue to complement the Government's policy and requirements and consider increasing the provision of car parking spaces in new public housing developments ^{Note 7} provided that priority will be accorded to meet the needs of residents and visitors of the public housing developments concerned.

Note 5 Cheung Ching, Fai Ming, Kai Ching, Kwai Luen, Kwai Chung, Nam Shan, On Tai, Pak Tin, Shui Chuen O, So Uk (Phase 1 and Phase 2), Tak Long, Tin Ching, Tin Heng, Wah Fu (II), Wing Cheong and Yan Tin Estates and Sui Fai Factory Estate.

Note 6 Choi Fook and Choi Tak Estates, as well as Chun Man, Shun Chi and Tin Fu Courts.

Note 7 In determining the number of such parking spaces, our guiding principle is that the provision of additional parking spaces should not result in flat loss, programme delay or substantial costs to HA.

PROVISION OF ELECTRIC VEHICLE (EV) CHARGING FACILITIES IN HA'S CARPARKS

9. In support of Government's policy to promote the wider use of EVs, HA has since 2011 been providing EV charging facilities in its carparks and we have been keeping Members updated of such work (Paper Nos. CPC 21/2016, CPC 33/2018, CPC 6/2019 and CPC 29/2020). In collaboration with power companies, quick, medium and standard charging facilities have been installed at 29 hourly private car (PC) parking spaces in HA's seven existing carparks^{Note 8}. As endorsed by Members in August 2015 (Paper No. CPC 16/2015), HA has also been installing standard chargers (SCs) at monthly PC parking spaces in existing carparks subject to demand and technical feasibility. As at the end of December 2020, SCs have been installed at 54 PC parking spaces in 15 existing carparks^{Note 9} in response to demand.

10. In accordance with the requirements of the HKPSG, HA has also been providing EV charging facilities in new public housing developments since 2013. Standard EV chargers have been installed for at least 30% of PC parking spaces in HA's covered carparks, and the remaining 70% have been provided with EV charging enabling infrastructure^{Note 10}. Although there is no related requirement, HA has also been providing EV charging enabling infrastructure for its open carparks. As at the end of December 2020, HA has provided standard EV chargers at about 250 hourly and 840 monthly PC parking spaces in its some 30 new carparks^{Note 11}.

Note 8 The seven carparks are at Choi Tak, Kai Ching, Kwai Chung, Shui Pin Wai, Tak Long and Yue Wan Estates and Yau Lai Shopping Centre.

Note 9 The 15 carparks are at Choi Fook, Choi Ying, Ping Shek, Shui Pin Wai and Un Chau Estates, as well as Chun Man, Easeful, Hong Wah, King Shan, Lei On, On Kay, Siu Hong, Tung Shing, Tung Tao and Yi Fung Courts. To meet local demand, some of the monthly parking spaces installed with SCs have subsequently been converted for hourly parking.

Note 10 Including the provision of sufficient power supply as well as cables and conduits.

Note 11 The new carparks are at Cheung Sha Wan, Fai Ming, Hung Fuk, Kai Ching, Kwai Tsui, Lin Tsui, Long Ching, Long Shin, Lower Ngau Tau Kok, Mei Tin, Mun Tung, On Tai, On Tat, Po Shek Wu, Po Heung, Shek Mun, Shui Chuen O, So Uk (Phase 1 and Phase 2), Tak Long, Yan Tin and Ying Tung Estates, and Choi Hing, Hoi Lok, Lai Tsui, Kai Long, Kwun Tak, Ngan Ho, Ngan Wai, Ping Yan, Sheung Chui and Sheung Man Courts as well as Domain.

11. To further promote the use of EVs, the Government has been exploring possible measures^{Note 12} to develop and enhance the charging network for EVs. In recent years, the Government has gradually upgraded the existing SCs at government carparks to medium chargers (MCs) and will be installing additional MCs in government carparks which are open to the public.

12. To complement Government's initiatives, we have initiated a feasibility study for the installation of additional MCs at hourly PC parking spaces in HA's existing carparks subject to available electricity loading capacity. In March 2019, we reported to Members (Paper No. CPC 6/2019) that we would initially install 12 MCs in three carparks^{Note 13}, keep in view their usage and consider installing more MCs in other carparks. We have completed the installation in early 2020 and having regard to the increasing utilisation of these chargers, we are installing another 12 MCs in the carparks at Lower Ngau Tau Kok Estate, Po Heung Estate and Shui Chuen O Estate. In order to make good use of resources, we will continue to keep in view the usage of these chargers and consider gradually installing more MCs at HA's existing carparks if situation warrants.

13. The Environmental Protection Department has also been coordinating with relevant government departments to update the HKPSG and relevant technical guidelines on EV charging facilities. The proposed revisions include requirements for the provision of MCs in new developments. In support of Government's initiatives, we will install MCs and its charging-enabling facilities instead of SCs in new public housing projects under planning and in early design stages, notwithstanding that the relevant updates to HKPSG and government technical guidelines are still under review by relevant bureaux and departments and yet to be issued. For projects at advanced design and tender stages or under construction, we will review the feasibility of providing MCs with due diligence on a case by case basis taking into consideration the time and cost implications as well as other technical and spatial requirements.

Note 12 These measures include installing additional medium chargers at government carparks, provision of on-street charging facilities, pilot scheme on quick charging station, enhancing the requirements on EV charging facilities for new government premises, stepping up the promotion of installing charging facilities, etc.

Note 13 The three carparks are at Domain, On Tat Estate and Tak Long Estate.

FINANCIAL IMPLICATIONS

14. The cost for creation of additional car parking spaces as stated in paragraph 6 above is low, and the monthly income that will be generated is estimated at around \$320,000 based on the carpark charges for 2021. The financial implication arising from increased parking provisions in new public housing developments will be included in the relevant project budget, for which approval from the Building Committee will be sought accordingly.

15. For the installation of 12 MCs in existing carparks in 2020/21, the estimated funding of \$440,000 ^{Note 14} required will be met by savings. For requirements from 2021/22 onwards in case such installation is extended to other estates, appropriate funding will be sought in relevant budget exercises. For new projects under planning, design and construction stages, the financial implications of upgrading SCs to MCs would depend on the technical and spatial requirements and the circumstances of individual sites. Such costs will be included in relevant project budgets.

STAFFING, INFORMATION TECHNOLOGY (IT) AND LEGAL IMPLICATIONS

16. There is no additional staffing implication as the related workload has been and will continue to be absorbed by existing staff. There are no IT and legal implications.

PUBLIC REACTION / PUBLICITY

17. The general public and residents concerned should welcome our measures for maximising the usage of HA's car parking facilities, provision of additional parking spaces and provision of MCs for EVs, which will help meet the needs of our residents and the community.

Note 14 The rough indicative cost for installation of one medium EV charger (with socket outlet and charging controller) is around \$37,000. The cost may vary according to different site conditions and the availability of building works and building services provisions in the carparks concerned. The annual maintenance cost for each MC is around \$2,000.

INFORMATION

18. This paper is issued for Members' information.

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