

**Legislative Council Panel on Transport**

**Report on Parking Demand and Supply and  
the Second Parking Demand Study**

**PURPOSE**

This paper :-

- (i) presents the latest demand and supply situation of parking spaces in the territory; and
- (ii) reports on the major findings and remedial measures recommended in the Second Parking Demand Study (PDS2).

**BACKGROUND**

2. The first Parking Demand Study (PDS1), completed in December 1995, identified the scale of parking related problems and recommended remedial measures to address those problems. The findings of PDS1 were presented to Members in February 1996. Since then, progress reports on the implementation of the recommendations and updates of the parking demand and supply situation have been reported annually to Members with the last update in December 2000.

3. Since the completion of PDS1, circumstances have changed, leading to new areas of concern and the need to update some of its assumptions and predictions. Against such background, PDS2 was commissioned in May 2000 to comprehensively review the issues pertinent to existing and future parking needs, to assess parking related problems, and to recommend measures to address the problems identified. The opportunity was also taken to review the parking provisions set out in the Hong Kong Planning Standards and Guidelines (HKPSG) which was last revised in October 1996.

## LATEST DEMAND AND SUPPLY OF PARKING SPACES

4. Largely by virtue of implementing the remedial measures recommended in PDS1, the parking situation has improved as illustrated in the following table:

Vehicle type	1994 (PDS1 base year)		2000 (PDS2 base year)	
	Licensed fleet size	Parking space surplus (+) /shortfall (-)	Licensed fleet size	Parking space surplus (+) /shortfall (-)
Private car <sup>(1)</sup>	265,400	+93,000	347,500	+82,000
Light van <sup>(1), (2)</sup>	48,100		40,200	
<i>total</i>	<i>313,500</i>		<i>387,700</i>	
Goods vehicle <sup>(2)</sup>	75,600	-35,700	70,800	-9,000
Coach	4,200	-2,100	6,200	-3,300
Motorcycle	19,500	-9,000	25,100	-9,000

- NOTES:
- (1) In PDS2, light vans are included in the private car category for analysis in recognition of the fact and observation that a light van can physically park in a private car parking space. The parking space surplus of private car/light van shown has included both domestic and non-domestic parking spaces.
  - (2) To enable like-to-like comparison of the data in PDS1 and PDS2, the goods vehicle fleet size in PDS1 has been adjusted to exclude light vans.

5. It can be seen from the above table that there was a surplus of parking spaces for private car in 2000. For goods vehicle, the shortfall situation reduced from 35,700 spaces in 1994 to 9,000 spaces in 2000. For coaches, the increase in demand was slightly higher than the increase in supply, with the overall situation deteriorated as compared with 1994. For motorcycles, the increased demand was matched by an increase in supply so that the shortfall remained constant.

## Future Forecasts

6. The parking demand model developed in PDS1 provided a basic tool in forecasting future parking demands. In PDS2, it has been enhanced and updated with the incorporation of the latest planning assumptions and parameters. The following table summarises the demand and supply in the design years of 2006 and 2011.

Vehicle type	2000 (PDS2 base year)		2006 forecast		2011 forecast	
	Licensed fleet size	Parking space surplus (+) /shortfall (-)	Projected fleet size	Parking space surplus (+) /shortfall (-)	Projected fleet size	Parking space surplus (+) /shortfall (-)
Private car <sup>1</sup>	347,500	+82,000	409,500	+73,500	472,400	+48,500
Light van <sup>1</sup>	40,200		43,400		45,700	
<i>total</i>	387,700		<i>452,900</i>		<i>518,100</i>	
Goods vehicle <sup>1</sup>	70,800	-9,000	78,200	-10,400	82,200	-10,700
Coach	6,200	-3,300	7,600	-4,100	8,600	-4,800
Motorcycle	25,100	-9,000	32,000	-10,600	37,000	-10,800

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<sup>1</sup> Light vans are included in PDS2 in recognition of the fact and observation that they can physically park in private car parking spaces. In all PDS2 assessments, private cars include light vans while goods vehicles exclude them.

### **Private Car**

7. In the base year 2000, there was a surplus of 82,000<sup>2</sup> parking spaces at night and the surplus is forecast to decrease to 73,500 and 48,500 spaces in 2006 and 2011 respectively.

8. During day-time, the surplus of 97,000 spaces in the base year 2000 is forecast to become 107,000 and 98,000 spaces in 2006 and 2011 respectively.

### **Goods Vehicle**

9. During the night, apart from those staying overnight in the Mainland and those still operational in the Territory, all goods vehicles are inoperative and require parking spaces. The demand for spaces is therefore closely related to the goods vehicle fleet size. In terms of their parking space requirements, goods vehicles can be subdivided into Light Goods Vehicles (LGV), Medium and Heavy Good Vehicles (M/HGV) and Container Vehicles (CV). The supply of and demand for parking spaces also vary between these different categories of goods vehicles. To properly appreciate the real situation, each category has been separately examined. The following table summaries the forecast of night-time parking demand and supply assessment by category:-

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<sup>2</sup> All private cars require a parking space at the place of residence (domestic). Additional parking spaces are required to serve the non-home end of car trips at places such as offices, shops and places of entertainment (non-domestic). The supply of night-time parking spaces consists of all domestic parking spaces plus those non-domestic parking spaces used for overnight parking.

Vehicle type	2006 forecast		2011 forecast	
	Projected fleet size	Parking space surplus (+) /shortfall (-)	Projected fleet size	Parking space surplus (+) /shortfall (-)
Light goods vehicle	34,300	-2,700	36,100	-2,000
Medium/Heavy goods vehicle	29,000	-5,100	30,500	-5,500
Container Vehicle	14,900	-2,600	15,600	-3,200
<i>Total</i>	<i>78,200</i>	<i>-10,400</i>	<i>82,200</i>	<i>-10,700</i>

10. In the base year 2000, there was a shortfall of 4,700 LGV, 3,800 M/HGV spaces and 500 CV spaces. The shortfall for LGV will be 2,700 and 2,000 spaces in 2006 and 2011 respectively. The shortfall of M/HGV spaces will become 5,100 and 5,500 spaces in 2006 and 2011 respectively. The shortfall of CV spaces will become 2,600 and 3,200 spaces in 2006 and 2011 respectively.

11. During day-time, most goods vehicles are operational hence the demand for parking is much less than at night. The parking and loading/unloading facilities are adequate to satisfy the day-time demand.

## **Coach**

12. During night-time, the shortfall was 3,300 spaces in the base year. The shortfall will be about 4,100 spaces in 2006 and 4,800 spaces in 2011.

13. Like goods vehicles, during the day, the majority of the coach fleet is on the move and the demand for parking spaces is much less than that for night-time. However, managing the uses of alighting/boarding spaces, especially at tourist/sight-seeing spots is an issue which needs to be addressed. Measures to address this issue and the question of coach parking in general are set out in more detail in paragraphs 25 to 27.

## **Motorcycle**

14. During night-time, the shortfall was 9,000 spaces in the base year. The situation will not change much, with a shortfall of 10,600 and 10,800 spaces in 2006 and 2011 respectively.

15. During day-time, the shortfall was 600 spaces in the base year. The shortfall will become 1,200 and 1,500 spaces in 2006 and 2011 respectively.

## **Forecasts by Vehicle Category and Region**

16. The parking situation forecast in 2006 and 2011 by vehicle category and region is illustrated at Annex A.

## **REMEDIAL MEASURES**

17. In PDS2, on-going remedial measures introduced under PDS1 to address parking problems have been reviewed while new ones have been devised. To achieve a better balance between supply and demand, remedial measures were devised to deal with both sides of the equation. The three main categories of remedial measures recommended by PDS2 are set out below :-

- (i) planning standards/guidelines and planning process, e.g. providing new coach and bicycle parking guidelines, use of loading and unloading spaces for night-time parking of coaches and goods vehicles, provision of motorcycle parking spaces to be planned for under new flyovers and footbridges projects;

- (ii) management of existing parking facilities, e.g. use of open spaces at Government premises for overnight parking of goods vehicles and coaches after office hours, converting on-street private car spaces for coach and taxi loading and unloading near tourist/sight-seeing spots and commercial districts; and
- (iii) through advanced technology solutions, e.g. provision of parking guidance system and real-time parking information system.

A list of the proposed remedial measures is set out in Annex B. These recommended measures would pave the way for developing local solutions to address parking issues on a district/regional level.

18. The major remedial measures that are expected to have the greatest impact on the parking demand and supply conditions are described in the paragraphs following.

### **Review of Parking Provision in HKPSG**

19. The HKPSG sets the standards for the provision of parking and loading/unloading spaces in the new developments and re-developments. The increasing surplus in the supply of private car parking spaces since late 90s calls for a review of the HKPSG to come up with a new set of standards and guidelines which meets the requirements of new circumstances.

20. Major revisions are recommended by the review for private car parking provision in subsidised and private housing developments. The existing standards for private cars are based upon the residential zone in which a private residential development falls and upon the housing type in the case of public residential development. The revised parking provision will be based upon a global parking standard (GPS) applicable to both private and subsidised housing with built-in adjustment factors. The application of the new standards will provide more flexibility in setting parking requirements.

21. In the case of private housing, two adjustment factors, the 'demand indicator' and 'accessibility' will be applied to the GPS. The

‘demand indicator’ factor largely reflects the propensity to own a car and varies in accordance with the average flat size. The ‘accessibility’ factor acknowledges that less parking will be needed for developments near rail stations by applying a 15% discount to parking rates for developments within a 500m catchment area. This is in line with our transport policy of using railway as the backbone. In the case of subsidised housing, the ‘accessibility’ factor is the same as that for private housing. The ‘demand indicator’ factor will account for the mix of housing for rent and sale in the ‘Flexible Housing Production Mix Strategy’<sup>3</sup> type of development, as adopted by the HKHA.

22. PDS2 has evaluated the effects of applying the new set of private car parking standards on the supply of parking spaces within private and subsidised residential developments. The evaluation has revealed that after applying the new standards, the parking supply will be able to meet the demand whilst the overall surplus supply margin will drop.

23. Current parking and loading/unloading standards for industrial, commercial and community facilities have also been reviewed and found to be largely adequate to meet the demand.

### **Addressing Shortfalls of Goods Vehicle Parking**

24. While the forecasts of demand and supply of parking spaces suggest that goods vehicle would have a shortfall amounting to about 10,000 spaces by 2006, the anticipated parking shortfall can be addressed to a manageable level subject to the following remedial measures being fully implemented:

- (i) use of off-street goods vehicle loading/unloading spaces for night-time goods vehicle parking;
- (ii) use of the container vehicle park in the container back-up areas and other non-designated sites located in the New Territories and

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<sup>3</sup> Since November 2000, the HKHA has adopted the ‘Flexible Housing Production Mix Strategy’ for future subsidised housing provision. The Housing Bureau supports the strategy and it will be HKHA’s long-term policy which will enable a greater degree of flexibility in building design as well as flat disposal.



at remote locations from residential developments and activity centres;

- (iii) provision within the planned new developments contained in the list of potential parking sites; and
- (iv) additional spaces provided through other measures such as using the opportunities afforded by redevelopment proposals to require the developer to provide public parking and loading/unloading spaces, etc.

### **New Parking Guidelines and Remedial Measures for Coaches**

25. At present, there are no specific guidelines for the provision of parking spaces and loading and unloading facilities for coaches in the HKPSG. In view of the growing role of the tourism industry in the local economy, parking guidelines for coaches are proposed. Under the proposed planning guidelines, coach picking-up/setting-down bays should be provided at the airport, cruise terminals, hotels and locations in proximity to tourist attractions. On-street pick up/set down facilities must be provided at locations with direct pleasant pedestrian linkages with the nearby tourist attractions. Designation of on-street space for coach parking would be subject to local traffic condition and availability of public parking in the vicinity. Moreover, adequate signage shall be provided where appropriate to guide the tourists to the nearby destinations.

26. In addition to the new parking guidelines for coaches, the PDS2 has also recommended a number of remedial measures to address the parking shortfall. The more prominent ones include the use of short term tenancy sites for parking, use of open spaces at Government premises for coach parking after office hours, and extending/regularising more on-street spaces for overnight coach parking. These improvement measures will continue to be monitored by the Transport Department in consultation with the Tourism Commission.

27. The Administration has also reviewed the provision of parking facilities at major tourists attractions and measures to be taken to cater for the sudden surge of parking demand at such locations during holidays. Major measures include designation of new or temporary parking spaces and enlarging of loading laybys where site condition permits. Where improvement of parking arrangement is constrained by site condition or other traffic considerations, appropriate traffic management measures will be implemented, such as designation of no-stopping restriction zones outside loading bays and regulation of traffic by the Police to avert congestion near tourists spots. As an issue related to tourist parking, Government has funded the provision of a carpark cum public transport terminus at Stanley to cope with such local parking demand. The Administration's review on parking facilities at major tourists attractions and an update on the latest position of the Stanley Market Multistorey Carpark is at Annex C.

### **New Parking Guidelines for Bicycles**

28. In view of the increased community aspirations for green transportation, a set of guidelines for bicycle parking has been proposed for inclusion in HKPSG. Bicycle parking facilities are recommended to be provided at railway stations where cycle tracks are available and at residential developments where cycle tracks with direct connection to railway stations are accessible.

### **THE WAY FORWARD**

29. Implementation of the recommendations of PDS1 have resulted in significant improvements in the parking situation since the completion of the study in 1996. PDS2 has provided a useful framework and an updated assessment of the current and future parking demand and supply situations. There are still some issues relating to insufficient parking spaces for particular vehicle categories and at particular locations that need to be addressed.

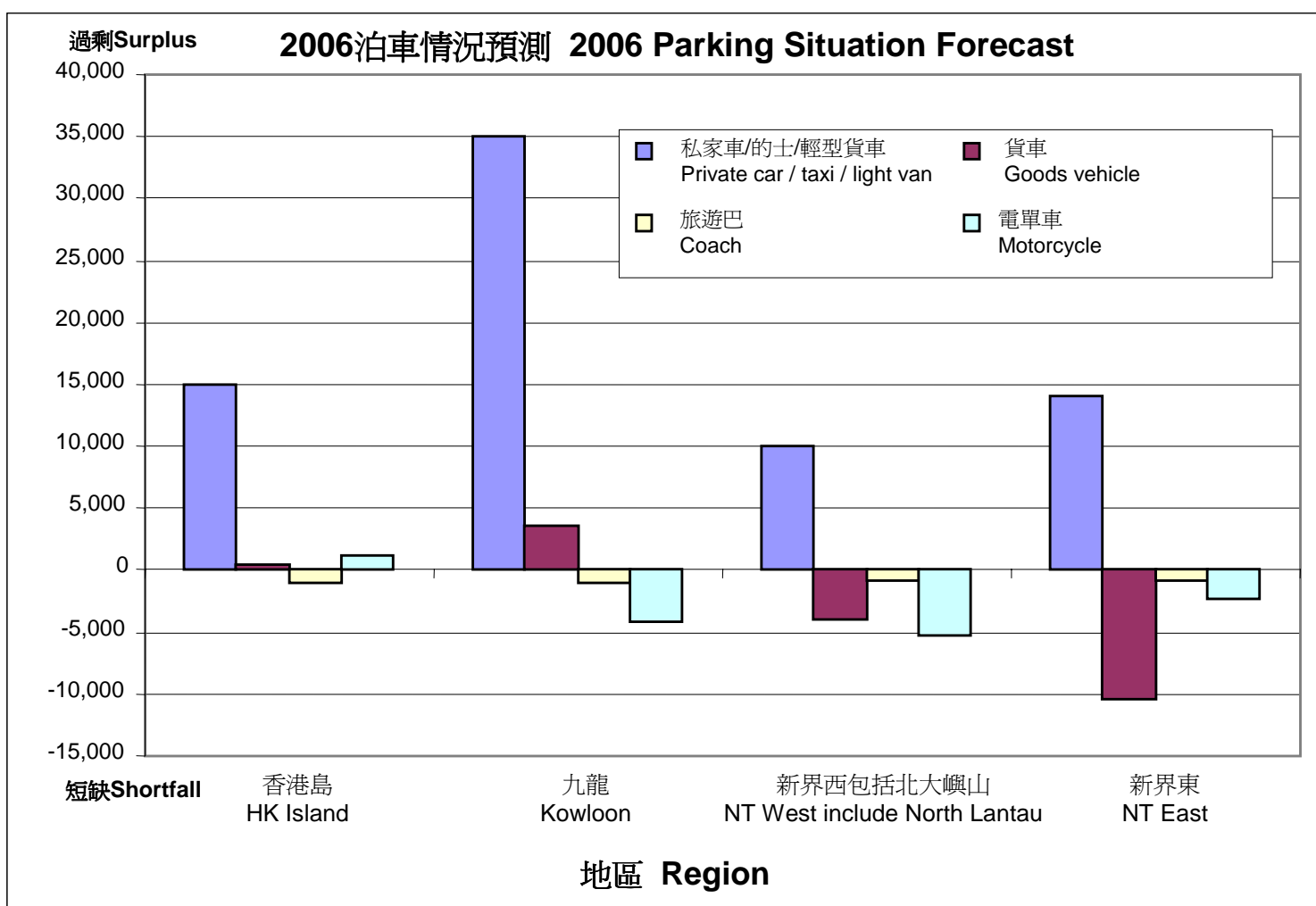
30. The Administration will continue to pursue the remedial measures recommended in PDS1 and further refined in PDS2, together with new initiatives, to address the problems. We will take the PDS2 assessments and develop strategic plans for effecting improvements on a vehicle-category-specific and area-specific basis. These plans will be monitored by the inter-departmental Working Group on Parking to ensure targets are met.

### **ADVICE SOUGHT**

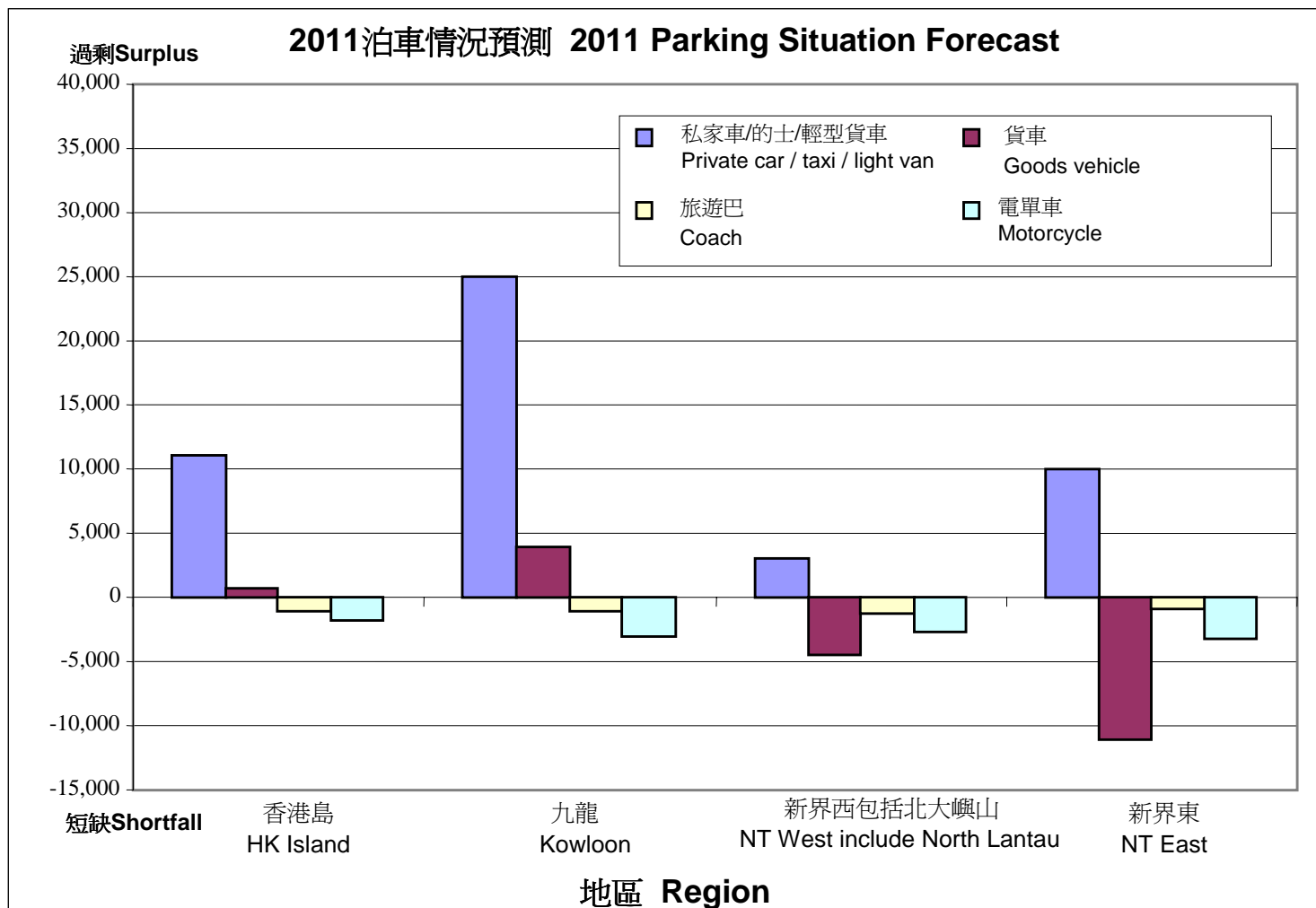
31. Members are invited to note the content of the paper and give comments.

Transport Bureau  
May 2002

未來預測  
Future Forecast



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## Proposed Remedial Measures in PDS2

### On going remedial measures:

Item No.	Remedial Measures	Description/objective	Target vehicle type
<b><i>A. Remedial measures by planning process</i></b>			
1	Revision to the HKPSG	Adjust the provisions of parking spaces in new development	All types of vehicles
2	Park and Ride	Encourage motorists to switch to public transport at strategic locations, using railway stations as the hub; Relieve the parking demand at central business districts	Private cars and motorcycles
3	Kiss and Ride	Encourage motorists to switch to public transport by providing proper pick-up/set down points at railway stations/ major public interchanges; Relieve the parking demand at central business districts	Private cars, coaches and motorcycles
4	Multi-storey Car Park	Encourage provision of parking spaces in joint-user buildings through the Land Sales Programme and Land Development Programme; In exceptional circumstances where sufficient spaces cannot be provided, to consider funding car parks at sites zoned for community or GIC developments	All types of vehicles
5	Use of Opportunity afforded to require developer to provide public parking and loading/unloading spaces	Ask developers to provide more parking spaces when developments require modification in the lease conditions; Use loading/unloading spaces for night-time goods vehicle and coach parking	All types of vehicles
6	Provision of goods vehicle/coach parking in the Container Back-up areas	Relax application procedures to facilitate temporary parking uses on the planning/ land administration front	Goods vehicles, containers and coaches

<b>Item No.</b>	<b>Remedial Measures</b>	<b>Description/objective</b>	<b>Target vehicle type</b>
<b><i>B. Remedial measures by management of existing parking facilities</i></b>			
7	Use of Short Term Tenancy (STT) sites for parking	Request Lands Department to allocate more STT sites for parking where appropriate. In the base year 2000, the total area of the STT parking sites stood at about 1,158,000 sq m (capable of accommodating 15,800 private cars, 10,900 goods vehicles and 740 coaches) and the night-time utilisation rate was about 75%.	All types of vehicles
8	Use of off-street goods vehicle loading/unloading spaces for night-time goods vehicle/coach parking	Make use of over 10,000 existing off-street loading/unloading spaces for night-time goods vehicle/coach parking	Goods vehicles and coaches
9	Extending on-street metered parking operation 7 days a week	Enhance the utilisation rate of on-street metered spaces	Private cars, goods vehicles and coaches
10	Use of day-time parking facilities in Government Buildings for public parking after office hours	Make use of the unoccupied car parks available within Government Buildings after office hours (at present, car parks in 8 Government Offices, providing 1,100 private car and 47 motorcycle parking spaces, have been opened for commercial operation after office hours)	Private cars, light vans/light goods vehicles and motorcycles
11	Extending/regularising more night-time on-street parking for goods vehicles/coaches	Aim at utilising suitable road spaces for overnight parking	Goods vehicles and coaches
<b><i>C. Remedial measures by advanced technology solutions</i></b>			
12	Mechanical parking system	Increase spatial efficiency (it is suitable for application in densely built-up commercial districts)	Private cars

## New remedial measures

Item No.	Remedial Measures	Description/objective	Target vehicle type
<b><i>A. Remedial measures by planning process</i></b>			
13	Bicycle parking guidelines	Propose new bicycle parking guidelines in the HKPSG for promoting use in New Towns and areas where cycle tracks with connection to railway stations	Bicycles
14	Flexible and integrated design for motorcycle parking	Continue with the current parking standard but allow more flexibility in designating spaces (such as the use of odd spaces with less stringent headroom requirement); Make greater use of odd spaces in Government and existing/future off-street car parks and under flyovers and footbridges	Motorcycles
<b><i>B. Remedial measures by management of existing parking facilities</i></b>			
15	Use of open spaces at Government premises for goods vehicle/ coach parking after office hours	This measure is an extension of the measure outlined in item 10 above but is intended, in particular, to make use of the open spaces without headroom constraints	Goods vehicles and coaches
16	Converting on-street private car spaces to coach/taxi parking and pick-up/set-down facilities	Converting some of the on-street spaces at tourism/sight-seeing spots and commercial districts to parking and pick-up/set-down facilities for coaches and taxis	Coaches and taxis
17	Designating additional “No waiting” zone with provision for coaches and taxis	Improving the turnover rate of kerb-side activities in busy commercial and tourist areas; Consider as designated passengers pick-up/set-down facility for taxis and coaches; Consider for overnight parking of coaches	Coaches and taxis



<b>Item No.</b>	<b>Remedial Measures</b>	<b>Description/objective</b>	<b>Target vehicle type</b>
18	Streamlining application for temporary use of vacant private development sites for goods vehicle/coach parking	Convert private development sites that are currently left vacant into short-term open car parks by streamlining the application procedures for such permitted use (shortage of overnight parking spaces for good vehicles and coaches in the New Territories, particularly in Tuen Mun, Yuen Long and North Districts, can be much relieved)	All types of vehicles, particularly goods vehicles and coaches
<b><i>C. Remedial measures by advanced technology solutions</i></b>			
19	Parking guidance system	By using public service broadcasts or roadside electronic signs, such as variable message sign (the system provides parking information to guide motorists to reach a car park, or to enable them to avoid fully occupied car parks)	Private cars
20	Real-time or near real-time parking information system	Provide real-time or near real-time parking information to the public through the Internet (the map-based territorial parking inventory can be used as a starting platform to provide 'static' parking space data initially)	Private cars
21	Advanced information systems	A number of advanced information systems are proposed (such as system for management of parking and loading/unloading facilities through system engineering, system for monitoring availability of parking spaces within a car park, and system for fleet management of goods vehicles and coaches to guide and control their activities)	All types of vehicles

### Provision of parking facilities at major tourist attractions

#### (a) Review of parking facilities

It is an on-going exercise of the Administration to review the adequacy of parking provisions at major tourist attractions to ensure that they meet the demand of the visitors, locally or overseas. Recently, we have reviewed the existing provision of the following major tourist attractions and planned improvements will be implemented as set out below:

Location	Provision of Parking Facilities	
	Existing	Planned Improvements
Aberdeen Typhoon Shelter/Fish Market	10 spaces for coach/light bus 17 spaces for private car	Pending the findings of the 'Focus Study on Aberdeen Harbour' (to be completed in 2002), additional parking facilities will be allowed to meet demands due to new tourist attractions.
Beach Road (Repulse Bay)	6 spaces for coach 12 spaces for light bus 5 spaces for taxi 4 spaces in layby for pick-up/set-down	1 space for coach at South Bay Road adjacent to Beach Road.
Central Piers	6 spaces for light bus 171 spaces for private car 18 spaces for taxi 1 layby for general pick-up/set-down near Piers No. 6 and 7	1,300 spaces for private car will be available upon completion of International Finance Centre Phase 2 in 2003.

Po Lin Monastery (Buddha Status), Ngong Ping	14 spaces for coach/franchised bus 3 spaces for private car 10 spaces for taxi	26 spaces for coach/franchised bus 40 spaces for private car 12 spaces for taxi, scheduled for completion in 2004.
Railway Museum at Tai Po Market near Yan Hing Street	63 spaces for private car 13 spaces for taxi	Proposed carpark (13 spaces for private car, 4 spaces for motorcycles and 2 spaces for coaches) at existing Che Ping Bazaar at Pak Shing Street by 2003  Proposed carpark at Tai Po Temporary Market at Po Heung Street with 400 spaces subject to agreement among departments
Stanley (Ma Hang)	8 spaces for coach 135 spaces for private car 5 spaces for taxi	8 spaces for coach are being planned by Housing Department in the future bonsai park.
Stanley (Stanley Beach)	4 spaces for coach/light bus 126 spaces for private car 4 spaces for taxi	The Stanley Multi-storey Carpark cum Public Transport Terminus, providing about 240 private car parking spaces, is scheduled for completion in 2005.

Continued efforts will be made by the Administration to review the existing and planned parking provisions for other tourists attractions in consultation with the Tourism Commission.

**(b) Measures taken to cater for the parking demand surge during holidays**

2. The Administration has also reviewed the measures taken to cater for parking demand surge during holidays or special events for major tourist attractions. In general, the parking situation was considered manageable. For those tourist attractions that warrant particular attention of the Administration, the findings are summarised in the following table.

<b>Location</b>	<b>Measures taken to addressing parking demand surge during holidays</b>
Beach Road (Repulse Bay)	Consideration will be given to re-assigning the parking lot for private cars (currently operated by LCSD) to serve coaches.
Central Piers	The existing layby will be enlarged by end 2002 to accommodate more loading/unloading spaces.
Golden Bauhinia Plaza	Additional temporary coach parking spaces are available at Wanchai Ferry Pier Concourse. Coaches can also park on the Expo Drive.
Moving Memorial to War Martyrs, Sai Kung	There is no major parking, loading/unloading problem observed at the moment. At the Tourism Commission's request, the Administration will look into the feasibility of adding a dedicated coach lay-by near the plaque.
Ocean Park	Citybus has agreed to lend 2 bus depots adjacent to Ocean Park for private car parking during peak seasons. Coach drivers are encouraged to use the 2 fee-paying parking sites in Heung Yip Road. Besides, Ocean Park is liaising with New World First Bus to use a bus depot at the rear of Aberdeen Police Station for coach parking.

Po Lin Monastery (Buddha Statue), Ngong Ping	Tung Chung Road and Shum Wat Road are the only vehicular access from Tung Chung to Ngong Ping. Both roads fall within Prohibited Zones. Tourists and holiday-makers are encouraged to use existing public transport such as franchised buses, Lantau taxis and the future cable cars to visit the Monastery. Adequate parking spaces have been allowed in the new transport terminal to cater for such parking demand surge.
Stanley (Ma Hang and Stanley Beach)	During holidays, the public is encouraged to use the 11 regular franchised bus routes (to Central, Wah Fu, Sai Wan Ho, North Point and Tsim Sha Tsui East) and the 4 GMB routes (to Ma Hang, Chai Wan MTR Station, Causeway Bay and Aberdeen).
Stubbs Road Lookout	Current measures include: requesting the Police to regulate traffic at the lookout point; and rallying coach drivers' support to keep Stubbs Road unblocked. 5 off-street temporary coach parking spaces are identified at Coombe Road, being about 2 km (or 6 minute drive) from the lookout point.
Ten Thousand Buddhas Monastery, Shatin	Special temporary traffic management and traffic control by the Police are implemented when needed.
Wishing Tree at Lam Tsuen, Tai Po	The following traffic/transport management measures are taken to tackle any parking demand surge: traffic control by the Police; strengthening public transport services; imposing "no stopping" restriction along the section of Lam Kam Road to avert traffic congestion.

**(c) The Stanley Multi-storey Carpark cum Public Transport Terminus**

3. In December 2001, the Administration updated Members on the progress of the project to construct a 240-space carpark cum public transport terminus at Stanley Village Road and our interim measures to address the parking demand and tourists traffic before the commissioning of the new carpark. The latest progress of the carpark project is that the Architectural Services Department (ArchSD) has completed the Preliminary Project Feasibility Study including preliminary design for the multi-storey carpark cum transport terminus.

The project is now in Category B of the Public Works Programme. We plan to upgrade the project to Category A in late 2002. The Administration has gazetted the public transport terminus under the Roads (Works, Use and Compensation) Ordinance in September 2001 and has received 4 objections, which are being handled by the Transport Department. The project was presented to the Metro Planning Committee of the Town Planning Board in March 2002, which indicated full support for the design of an underground carpark.

4. ArchSD is preparing tender documents for a 'Design and Build' contract for implementing the project. Preparatory works such as site clearance and relocating the existing bus terminus are underway. It is estimated that the main construction works will start in 2003 for completion in 2005.

Transport Department  
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