

LEGISLATIVE COUNCIL PANEL ON TRANSPORT

Report on Parking Demand and Supply and Progress of Improvement Measures

1. PURPOSE

- 1.1 This paper presents the latest situation on the demand and supply of parking spaces in the territory; and reports on the progress of implementation of the recommendations in the Second Parking Demand Study (PDS2).

2. BACKGROUND

- 2.1 The First Parking Demand Study was completed in December 1995. It provided an inventory of parking and loading/unloading facilities, identified the parking related problems and recommended a set of remedial measures. To reflect the changes in circumstances since 1995 and the findings/recommendations in the Third Comprehensive Transport Study, a major review, the PDS2, was commissioned in May 2000 and completed in November 2002. It reviewed comprehensively the issues pertinent to current and future parking needs, produced an updated estimate of the parking situation in the next 10 years, and recommended remedial measures to address the problems identified. The major findings and recommendations of the PDS2 were presented to Members in March 2002. This paper presents an update to the parking demand and supply situation since the completion of PDS2.
- 2.2 The latest and future parking demand and supply situations are assessed based on two tools developed by PDS2: a Geographical Information System database on Parking Inventory (GIS-P) and an enhanced Parking Demand Model. The former provides a database to store the latest parking inventory while the latter forecasts the future parking demand situation.

3. REVISION OF THE HONG KONG PLANNING STANDARDS AND GUIDELINES (HKPSG) IN 2003

- 3.1 PDS2 proposed that encompassing parking provision in the planning process is the most direct way of controlling and influencing the supply of parking facilities to meet the demand. Regular review of parking standards in the HKPSG is an effective measure to deal with the anticipated parking problems due to changes in circumstances.
- 3.2 Chapter 8 of the HKPSG on internal transport facilities has recently been revised since April 2003 to incorporate new planning standards and guidelines recommended by PDS2. The revised parking standards for residential developments are applicable to both private and subsidised housing. The new standards have made reference to two built-in adjustment factors viz. the average flat size of the subject development and its proximity to a railway station, providing more flexibility in setting parking requirements for provision of private car parking spaces.
- 3.3 Other revisions include new guidelines on parking of coaches, liquefied petroleum gas-powered vehicles and vehicles driven by disabled persons; new provision ratio of loading/unloading spaces for light goods vehicles and heavy goods vehicles in commercial facilities; revised standards to allow flexible design of motorcycle parking spaces; and the new parking standards for industrial and commercial developments. Bicycle parking guidelines have also been incorporated in the latest parking standards under the HKPSG.

4. LATEST AND FUTURE PARKING DEMAND AND SUPPLY

- 4.1 Different categories of vehicles have different parking demand and supply situations and the parking demand of each category of vehicle is closely related to its fleet size. By end 2002, the total number of licensed vehicles in Hong Kong was about 525,600 of which 64.9% were private cars, 21.6% were goods vehicles, 1.3% were coaches, 5.4% were motorcycles, 3.4% were taxis, 0.8% were public light buses and the remaining 2.6% were government vehicles, special purpose vehicles and franchised public buses.

- 4.2 The Parking Demand Model enhanced by PDS2 is used to assess the demand for parking spaces of four main categories of vehicles: private cars (including light vans and taxis), goods vehicles, coaches and motorcycles, which together constitute around 96.6% of the total vehicle fleet. Under the assessment using the Parking Demand Model, taxis are included in the category of private car because of their physical size and actual parking behaviour. As a major enhancement of PDS2, light vans¹ are also classified under the category of private car instead of goods vehicle to take account of the fact that they can physically be parked at private car parking spaces.
- 4.3 The total vehicle fleet size is estimated to grow from 525,600 in December 2002 to 589,200 in 2006 and 667,000 in 2011, which represents an average growth rate of 2.7% per annum up to 2011. The assessment of the future supply of parking spaces in 2006 and 2011 is conducted based on the current parking inventory and the latest planning data which are used to estimate the provision of new parking facilities under all planned developments. The new parking standards as recently revised under the HKPSG are applied to planned developments in calculating the supply. The results of the assessment, broken down by region, are summarised in **Annex A**.

Private Cars

- 4.4 Demand for private car parking spaces differs significantly during day-time when drivers use their cars to drive to places such as offices, shops, and places of entertainment for day-time activities, and during night-time when drivers park their cars around their places of residence. For analysis purpose, the night-time and day-time parking situations are considered separately in the following paragraphs.

Night-time parking

- 4.5 The night-time private car parking space demand and supply situation is shown in **Figure 1**. From a territory-wide viewpoint, there is an overall

¹ "Light vans" refer to those vehicles registered as light goods vehicles with van-typed bodies and gross vehicle weight not more than 3.5 tonnes.

surplus. By December 2002, the demand for night-time private car parking spaces has increased by 4,800 to 396,400 since March 2001. In the same period, the supply of parking spaces has been increased by 16,700, thus increasing the overall surplus from 77,800 in March 2001 to 89,700 in December 2002. From an individual district viewpoint, there are 3 districts which have shortfall, namely Central & Western, North and Islands (North Lantau).

- 4.6 It is forecast that the overall surplus will be reduced from 89,700 in December 2002 to 83,600 in 2006 and 73,400 in 2011. From an individual district viewpoint, there are 2 districts which will still have shortfall, namely, North and Islands (North Lantau).

Day-time parking

- 4.7 Details of the day-time private car parking situation are shown in **Figure 2**. By December 2002, the demand and supply of day-time parking spaces were 131,000 and 231,000 respectively, resulting in an overall surplus of 100,000 spaces. Despite such overall surplus, there are still some local areas where demand exceeds supply at certain times. For example, although there is a surplus of spaces in Wan Chai District as a whole, demand for spaces in the busy shopping areas of Causeway Bay exceeds the available supply on holiday afternoons.
- 4.8 As illustrated in **Figure 2**, there are continuous surpluses of day-time parking spaces over the years of assessment, varying from 100,000 in December 2002 to 104,000 in 2006 and 95,000 in 2011.

Goods Vehicles

- 4.9 In terms of their parking space requirements, goods vehicles can be subdivided into light goods vehicles (LGVs), medium and heavy goods vehicles (M/HGVs) and container vehicles (CVs). The standard parking space for LGV and M/HGV is 7m by 3.5m and 11m by 3.5m respectively while the standard parking space for CV is 16m by 3.5m. As stated in paragraph 4.2 above, light vans are excluded from the category of goods vehicles but are included in the category of private cars due to their physical size and actual parking behaviour of using private car spaces.

- 4.10 Similar to private cars, it is necessary to assess both the night-time and day-time situation for goods vehicles.

Night-time parking

- 4.11 The overall night-time demand and supply situation for goods vehicle parking spaces is shown in **Figure 3**. During night-time, most goods vehicles are inoperative and require parking spaces. The fleet size of goods vehicles has dropped from 75,300 in March 2001 to 73,700 in December 2002. During the same period, the supply of parking spaces has also reduced. As a result, the shortfall of goods vehicle parking spaces as a whole increased slightly from 12,600 in March 2001 to 13,300 in December 2002 and the shortfalls of night-time LGV, M/HGV and CV parking spaces by December 2002 were 5,900, 6,900 and 500 respectively. Details of the night-time parking demand and supply situation for LGV, M/HGV and CV are shown in **Figures 4, 5 and 6** respectively.
- 4.12 However, according to the recent Cross-Boundary Surveys conducted by TD, about 6,300 goods vehicles stay overnight in Mainland China. In addition, based on the findings of PDS2, it is estimated that about 4,000 goods vehicles are in service during night-time. Taking these two factors into account, the shortfall of spaces for night-time parking of goods vehicles will be only 3,000.
- 4.13 As regards the future demand for night-time goods vehicle parking spaces, it is forecast that it will grow from 73,700 in December 2002 to 76,800 in 2006 and 80,600 in 2011. The overall shortfall of parking spaces in the territory is forecast to decrease from 13,300 in December 2002 to 11,800 and 11,900 in 2006 and 2011 respectively.
- 4.14 As depicted in **Figure 4**, the shortfall of LGV parking spaces will decline from 5,900 in December 2002 to 5,200 in 2006 and 4,200 in 2011. In **Figure 5**, the shortfall of M/HGV parking spaces is shown to drop from 6,900 in December 2002 to 5,200 in 2006 and 5,700 in 2011. In **Figure 6**, the shortfall for CVs is shown to grow from 500 in December 2002 to 1,300 in 2006 and 2,100 in 2011 respectively.

Day-time parking

- 4.15 During the day, the majority of the goods vehicle fleet are on the move and hence the demand for parking spaces is much less than that for night-time. The day-time demand and supply situation for goods vehicle parking spaces is shown in **Figure 7**. The overall surplus for day-time goods vehicle parking spaces rose slightly from 14,300 in March 2001 to 14,400 in December 2002. There were surpluses in all categories of goods vehicles, i.e. LGVs, M/HGVs and CVs.
- 4.16 In 2006 and 2011, there will be a surplus of parking spaces for all categories of goods vehicles, i.e. LGVs, M/HGVs and CVs. As shown in **Figure 7**, the overall surplus is estimated to increase from 14,400 in December 2002 to 16,100 in 2006 and to 15,900 in 2011.

Motorcycles

Night-time parking

- 4.17 As shown in **Figure 8**, the demand and supply of motorcycle parking spaces were 28,200 and 17,800 respectively in December 2002. The overall shortfall of night-time parking spaces increased from 9,500 in March 2001 to 10,400 in December 2002.
- 4.18 Regarding the future night-time demand and supply situation for motorcycle parking, it is forecast that the overall shortfall of night-time motorcycle parking spaces will reduce from 10,400 in December 2002 to 8,300 in 2006 and 7,300 in 2011.

Day-time parking

- 4.19 As depicted in **Figure 9**, the demand and supply of day-time motorcycle parking spaces were 7,500 and 7,100 respectively in December 2002. The overall shortfall of parking spaces has declined from 600 in March 2001 to 400 in December 2002.
- 4.20 The overall shortfall of 400 parking spaces in December 2002 will be

reversed to surpluses of 100 in 2006 and 200 in 2011.

Coaches

Night-time parking

- 4.21 The night-time demand and supply situation for coaches is shown in **Figure 10**. The demand of coach parking spaces has increased from 6,300 in March 2001 to 6,900 in December 2002. The overall shortfall of night-time coach parking spaces increased from 3,300 in March 2001 to 3,700 in December 2002.
- 4.22 As a result of the Government's policy to promote tourism, the fleet size of coaches is expected to grow in the coming years. It is forecast that the demand for coach parking spaces will grow from 6,900 in December 2002 to 7,500 in 2006 and 8,500 in 2011. The overall shortfall of night-time coach parking spaces will increase from 3,700 in December 2002 to 3,800 in 2006 and 4,100 in 2011.

Day-time parking

- 4.23 During the day-time, because of the small fleet size and the fact that the majority of the coaches are on the move, no major problems are envisaged for day-time parking. However, there are shortages in coach loading/unloading facilities in some popular sightseeing spots.
- 4.24 No major problems are envisaged for day-time coach parking in 2006 and 2011. However, there are shortfalls of picking up/setting down facilities for coaches at popular tourist destinations.

Taxis

- 4.25 Over the last eight years the licensed fleet sizes of Urban, New Territories and Lantau Taxis have remained fairly constant at around 15,200, 2,800 and 50 respectively. Under the parking demand and supply assessment, taxis are grouped under the category of private car because of their compatible physical size. In addition, more half-hour metered parking spaces have been provided to cater for the special need of taxi drivers for

change of shifts, meal breaks and toilet breaks during day-time.

Public Light Buses (PLBs)

4.26 PLBs comprise the Red Mini-Buses (RMBs) and the Green Mini-Buses (GMBs). In 1976, Government has decided to maintain the total number of PLBs at 4,350. The demand for PLB parking spaces is therefore stable. On the supply side, PLBs can legally park at PLB stands where such stands are so designated. PLBs can also park on Short Term Tenancy (STT) sites and those on-street parking spaces designated for motor vehicles other than motorcycles, medium and heavy goods vehicles and buses. There was an adequate supply of parking spaces in the territory to meet the demand of PLB parking in December 2002.

On-street Overnight Illegal Parking Survey

4.27 The on-street overnight illegal parking survey is one of the two major surveys conducted to investigate the actual parking situation throughout the territory. A comprehensive survey was carried out in August 2002. The survey was conducted around midnight so that the most critical situation could be captured. The results of the survey as compared with the theoretical shortfall/surplus assessment are as follows:-

Vehicle Category	2002 assessment on surplus (+) /shortfall (-) of night-time parking spaces	2002 survey on illegally parked vehicles
Private Cars	+89,700	10,400
Motorcycles	-10,400	900
Coaches	-3,700	800
Light Goods Vehicles	-5,900	2,300
Medium/ Heavy Goods Vehicles	-6,900	2,500
Container Vehicles	-500	1,300

4.28 The results of the survey indicate that the shortfalls are not as serious as the theoretical assessment suggests. This is largely because the theoretical assessment only takes account of the inventory of legitimate parking spaces on the supply side. In practice, vehicles are also

accommodated in such places as wholesale markets, factories, spare land adjacent to village development and non-government land awaiting permanent development. Although these vehicles are not occupying legitimate parking spaces, they are generally not causing any traffic problems. The survey has also indicated that illegal parking is not more prevalent in those districts with the largest theoretical shortfall as drivers tend to park as close as possible to their home provided they can do so without causing obstruction. The survey result for private cars reflects the fact that motorists may choose to park illegally despite the availability of legitimate spaces for added convenience and avoidance of parking charges.

Overnight Parking Survey on Utilisation Rate of STT Sites

4.29 Another survey to investigate the actual parking situation is the overnight parking survey at STT Sites. A survey was conducted in July 2002 and the results revealed that the night-time utilisation rate at STT sites was about 70%, leaving about 353,000 sq m of space available for further parking. This amount of unused land is capable of accommodating, for example, 8,800 LGVs, or 5,900 M/HGVs, or 3,900 CVs, or 5,900 coaches or 70,000 motorcycles.

5. REMEDIAL MEASURES AS RECOMMENDED BY PDS2

5.1 The forecast demand/supply figures based on the revised HKPSG indicate that there will still be shortfall of certain categories of vehicles in certain areas. Remedial measures proposed in PDS 2 will be implemented to relieve the problems. All these remedial measures are being taken on board by Government departments concerned and the progress is being monitored by the Working Group on Parking chaired by Transport Department (TD) with representatives from the relevant departments. The following paragraphs describe the progress of the major remedial measures.

Provision of Multi-storey Vehicle Parks in New Developments

- 5.2 It is the Government policy to encourage provision of public parking spaces in joint-user buildings through the Land Sales/Development Programme. Currently 7 sites have been identified with potential to incorporate multi-storey vehicle parks. They are located in Kwai Chung, Kwun Tong (2 nos.), Kowloon Bay, Tseung Kwan O, Sheung Shui and Chai Wan. Upon completion, they will provide a total of 950 goods vehicle parking spaces, 20 coach parking spaces and 80 motorcycle parking spaces.

Allowing Flexible and Integrated Design for Motorcycle Parking

- 5.3 Between March 2001 and December 2002, there was an increase of 1,600 motorcycle parking spaces, comprising 620 new on-street spaces, 100 new spaces at 13 TD's multi-storey car parks and the remainder provided by new developments.
- 5.4 The latest revision to HKPSG has abandoned the requirement to designate 5 parking spaces in a row, thus allowing flexible and integrated design for motorcycle parking within new developments. The new standards will also encourage value-added provision of motorcycle parking spaces at odd spaces of the developments.
- 5.5 To address the shortfall of motorcycle parking spaces, part of the existing private car parking spaces in TD's multi-storey car parks will be converted to motorcycle parking spaces subject to local demand.

Use of STT Sites for parking

- 5.6 As at December 2002, there were a total of 184 STT sites, providing 19,200, 10,400 and 700 parking spaces for private cars, GVs and coaches respectively. The total area of the STT parking sites remained constant at about 1,200,000 sq m between March 2001 and December 2002. The use of STT sites for parking has been effective in providing a large number of parking spaces for different types of vehicles.

- 5.7 Some STT operators favour private car parking spaces rather than other types of parking spaces. Lands Department has been liaising with the operators so that adjustments could be made in response to the demand of the area concerned. While certain restrictions would be maintained at sites situated in more noise sensitive locations, conversion of existing private car parking spaces to parking spaces for goods vehicle, coach and/or motorcycle would be encouraged during renewal of existing STT sites and granting of new STT sites if the situation so warrants.
- 5.8 It is forecast that an additional 1,700 goods vehicle, 8,000 motorcycle and 600 coach parking spaces can be provided by conversion of some of the existing private car parking spaces during renewal of existing STT sites.

Provision of Goods Vehicle/Coach Parking in Container Back-up Area

- 5.9 Container back-up areas are largely located in the New Territories and are generally in locations remote from residential developments and activity centres. Therefore, these sites (mostly container vehicle parks) are suitable for the parking of GVs and coaches. Currently there are about 110 sites designated as container back-up areas. By making use of these existing sites, it is estimated that about 12,500 goods vehicle and 4,200 coach parking spaces could be provided.

On-street overnight parking for Goods Vehicles/Coaches

- 5.10 Between March 2001 and December 2002, we have provided 60 on-street overnight goods vehicle parking spaces. The total number of such spaces now stands at 1,210.

On-street Coach Parking and Pick-up/Set-down Facilities

- 5.11 Between March 2001 and December 2002, 29 on-street coach parking spaces were provided, bringing the total to 639. TD has also reviewed the existing and planned provision at 22 major tourist attraction spots over the territory, with details as shown in **Annex B**. It has been planned that more coach loading/unloading facilities will be provided at Tsim Sha Tsui when the current KCRC TST Extension Project thereat is completed by 2004.

6. EFFECTS OF MAJOR REMEDIAL MEASURES

6.1 The effects of the above major remedial measures are summarised in the following table.

	Goods Vehicle				Motor-cycle	Coach
	LGV	M/HGV	CV	Total		
Forecast 2011 situation (A)	-4,200	-5,700	-2,100	-12,000	-7,300	-4,100
<i>Major Remedial Measures</i>						
Provision of MSVP in new developments	380	570	0	950	80	20
Use of STT site for parking	600	800	300	1,700	8,000	600
Provision of GV/Coach parking in Container Back-up Area	4,400	5,900	2,200	12,500	0	4,200
Total (B)	5,380	7,270	2,500	15,150	8,080	4,820
Forecast 2011 situation - with major remedial measures in place (A) + (B)	+1,180	+1,570	+400	+3,150	+780	+720

Note: + surplus; - shortfall

6.2 In summary, by means of the remedial measures as summarised in the table above, the supply of goods vehicle, motorcycle and coach parking spaces could be increased by a total of around 15,150, 8,080 and 4,820 respectively. With the successful implementation of such measures, there will be no overall problems for all types of vehicles.

7. WAY FORWARD

7.1 The inter-departmental Working Group on Parking will continue to monitor and review the implementation of all proposed remedial measures. Sub-groups are being formed to discuss the implementation details of the remedial measures to solve the related problems and report progress to the Working Group. The Working Group will make necessary

adjustments to the remedial measures and bring up new initiatives to suit the changing environment as appropriate.

Environment, Transport and Works Bureau
23 June 2003

Parking Situation in 2006 and 2011

Vehicle type	Parking Situation	2006 Forecast by Region					2011 Forecast by Region				
		Hong Kong Island	Kowloon	NT (West) including North Lantau	NT (East)	Overall	Hong Kong Island	Kowloon	NT (West) including North Lantau	NT (East)	Overall
Private Car/ Taxi/ Light Van	Demand	121,000	101,000	117,000	108,200	447,200	130,300	120,200	138,300	122,100	510,900
	Supply	139,000	135,300	131,000	125,500	530,800	147,000	147,800	148,200	141,300	584,300
	Surplus/ Shortfall (-)	18,000	34,300	14,000	17,300	83,600	16,700	27,600	9,900	19,200	73,400
Goods Vehicle	Demand	7,600	15,900	30,600	22,700	76,800	7,500	16,300	32,800	24,000	80,600
	Supply	7,300	19,600	26,800	11,300	65,000	7,700	20,500	28,500	12,000	68,700
	Surplus/ Shortfall (-)	-300	3,700	-3,800	-11,400	-11,800	200	4,200	-4,300	-12,000	-11,900
Coach	Demand	2,100	2,200	1,600	1,600	7,500	2,200	2,400	2,100	1,800	8,500
	Supply	800	1,300	800	800	3,700	900	1,600	1,000	900	4,400
	Surplus/ Shortfall (-)	-1,300	-900	-800	-800	-3,800	-1,300	-800	-1,100	-900	-4,100
Motorcycle	Demand	3,400	11,400	9,900	6,900	31,600	7,000	11,600	9,100	9,100	36,800
	Supply	5,100	7,800	5,100	5,300	23,300	6,200	9,300	6,900	7,100	29,500
	Surplus/ Shortfall (-)	1,700	-3,600	-4,800	-1,600	-8,300	-800	-2,300	-2,200	-2,000	-7,300

**Review of Coach Parking and Loading/Unloading (L/U) Facilities
at Major Tourist Attraction Spots**

We have conducted regular reviews on the adequacy of parking and loading/unloading facilities at major tourist attraction spots. The latest situations are described below.

Location	Latest Situations
(A) Hong Kong	
1. Convention Avenue (near Golden Bauhinia Plaza)	An additional lay-by for L/U of 2 coaches at the western kerbside of Expo Drive East has been in place.
2. Outlying Islands Ferry Pier, Central	Currently L/U facilities include: <ul style="list-style-type: none"> • 1 lay-by of 180m long outside Piers no. 4-7. • 1 lay-by of 30m long outside Piers no. 2-3. Recent observation reveals that L/U activities at the lay-bys are satisfactory.
3. The Peak	Current L/U facilities include 19 coach parking spaces and 2 lay-bys (for all vehicles) inside the Peak Galleria. No on-street parking spaces are found feasible due to site constraints.
4. Stubbs Road Lookout	4 lay-bys spaces outside the Lookout have been designed for pick-up/set-down passengers for all types of vehicles from 4:00pm to 10:00pm daily since June 2002. HKPF has deployed traffic wardens and police officers to conduct traffic control at the Lookout Point on a daily basis.
5. Repulse Bay	Current parking and L/U facilities include: <ul style="list-style-type: none"> • 6 coach parking spaces and 4 coach lay-bys at Beach Road • 1 coach parking space at South Bay Road (converted from FEHD's parking since August 2002)
6. Aberdeen Typhoon Shelter	Current L/U facilities include: <ul style="list-style-type: none"> • one recently converted lay-by (for all vehicles) opposite to Aberdeen Marina Club • 9 coach parking spaces at Broadview Court residential estate With the above facilities, the traffic situation on Shum Wan Road is satisfactory.

7. Stanley Market	<p>Current parking and L/U facilities include:</p> <ul style="list-style-type: none"> • 4 coach parking spaces at Stanley Beach Road • 3 coach parking spaces at Stanley Mount Road • 8 coach lay-bys at Stanley Plaza <p>The proposal of converting 5 private car parking spaces into two coach parking spaces on Carmel Road was circulated, but was objected by locals. Owing to space constraint, provision of coach parking spaces at Stanley Village Road is not feasible. During holidays, the public is encouraged to use the 11 regular franchised bus routes and the 4 GMB routes.</p>
8. Man Mo Temple and Cat Street Market	<p>Current L/U facilities include 3 coach parking spaces at Hollywood Road, one of which was recently added.</p>
9. Statue Square	<p>The current L/U facilities include:</p> <ul style="list-style-type: none"> • 1 lay-by (for all vehicles) at Jackson Road • 1 lay-by (for all vehicles) at Chater Road <p>In view of site constraints and heavy traffic, no existing L/U bays at Jackson Road could be assigned for use by coach only. "No waiting" road markings are added at the lay-bys on Jackson Road to regulate the usage.</p>
(B) Kowloon	
10. Middle Road/Hankow Road	<p>The current L/U facilities include:</p> <ul style="list-style-type: none"> • 4 coach parking spaces at Hankow Road • 3 lay-bys of total 150m long (for all vehicles) at Hankow Road <p>With the implementation of two new traffic management schemes (Peking Road Gyratory Scheme and Salisbury Road Widening) in TST since mid 2002, traffic flows entering the local streets like Peking Road have been reduced. As a result, usage of kerbside L/U bays along Hankow Road is found satisfactory.</p>
11. Bristol Avenue	<p>As the subject area is being affected by the KCRC TST extension project, the demand for coach parking spaces will be reviewed after completion of KCRC construction works by 2004.</p>
12. Wong Tai Sin Temple	<p>There are planning proposals of the vacant land outside the Wong Tai Sin Temple. Areas will be designated for different purposes, including the Confucian Academy, Wong Tai Sin Temple Extension, public transport terminus, and open space. Parking spaces for coaches will be provided within the Wong Tai Sin Temple Extension and Confucian Academy as long-term measures. In the interim, use of the vacant land as coach parking by means of short-term tenancy is being under consideration.</p>

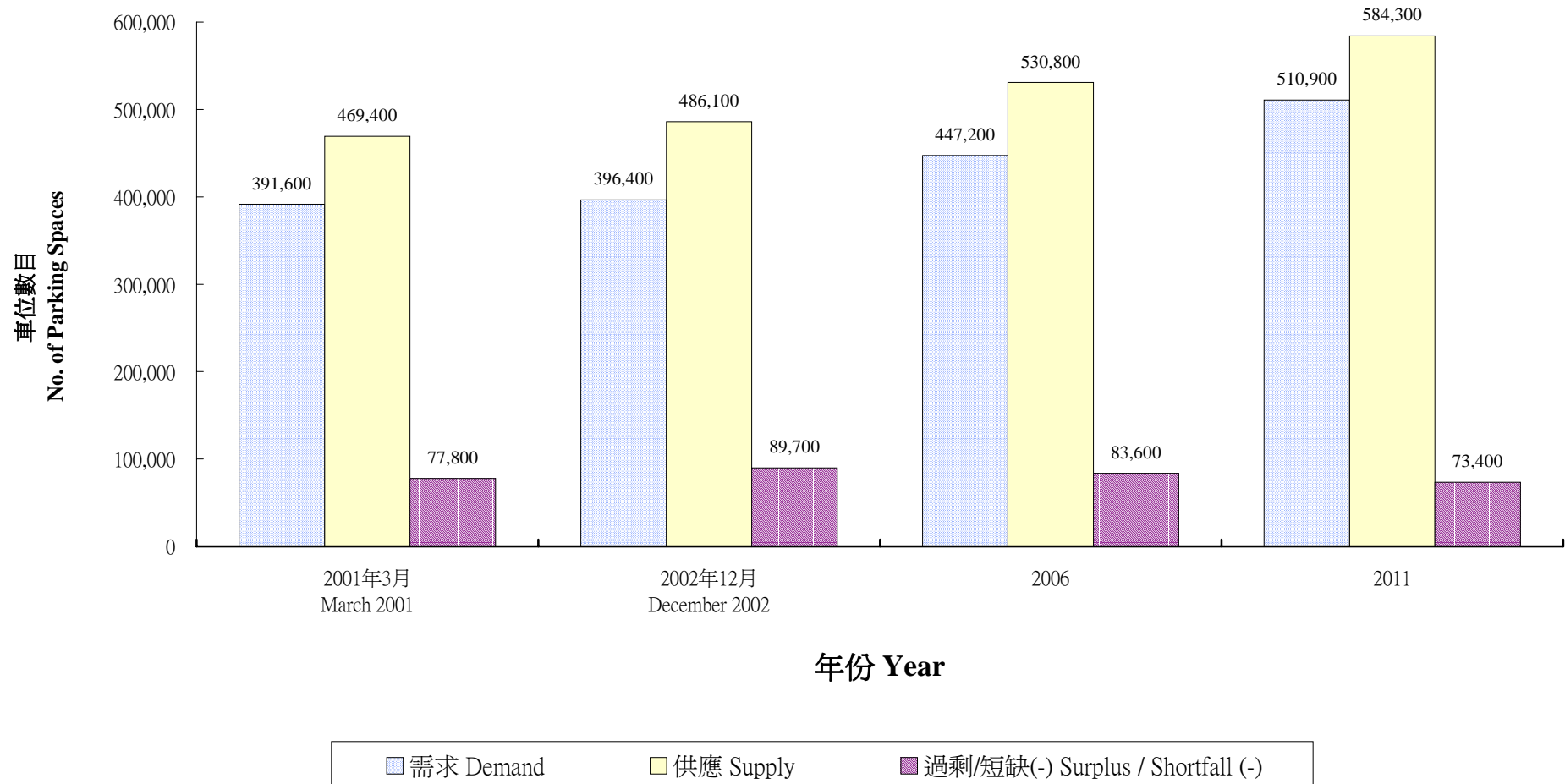
13. Bird Garden, Yuen Po Street	A total of 3 L/U bays for use by all vehicles have been provided at Flower Market Street, the western side of Sai Yee Street, and a short section of Prince Edward Road between Yuen Po Street and Yuen Ngai Street.
14. Jade Market	Currently 1 lay-by (for all vehicles) is provided at Public Square Street. Another lay-by (for all vehicles) has been added at Reclamation Street recently.
15. Tsim Sha Tsui Waterfront	Arrangement is being made for KCRC to reinstate the pavement area adjacent to the decommissioned DSD site next to the New World Centre as a long lay-by upon completion of the East Rail Works. 4 L/U spaces for coach have been allowed in the proposal for the future "Cultural Garden" at Salisbury Garden.
16. Ladies Market	Current L/U facilities include 10 coach parking spaces at Sai Yee Street. In addition, two general (including coach) L/U bays along the north side of Soy Street have been completed.
17. Temple Street Market	The current L/U facilities include 1 coach parking space and 1 lay-by (for all vehicles) at Reclamation Street. One L/U bay will be added at Public Square Street between Temple Street and Shanghai Street upon completion of the CLP trench works thereat by July 2003.
18. Dundas Street	Dundas Street is a narrow street serving the busy area in Mong Kok and there is limited scope for any traffic engineering improvement measures, including L/U facilities. As such, cooperation from all motorists is required to help improve the traffic situation. TD will liaise with the PLB trade to remind them to be self-discipline, with the help of the police's necessary enforcement actions.
19. Hung Hom KCRC Station	<p>The current parking and L/U facilities include:</p> <ul style="list-style-type: none"> • 8 coach parking spaces and 8 coach lay-bys at open space next to the HK Coliseum, • 2 lay-bys of total 130m long (for all vehicles) at podium level of Hung Hom KCRC Station. <p>TD is circulating a proposal to convert an existing bus stop into coach pick-up/drop-off point on the eastern side of the station.</p>
(C) New Territories	
20. Po Lin Monastery (Buddha Status), Ngong Ping	The current facilities include 14 coach parking spaces. Adequate parking spaces will be provided in the new public transport interchange. Planning and gazetting of the interchange have been completed and the facilities are scheduled for completion in 2004.

<p>21. Railway Museum at Tai Po Market near Yan Hing Street</p>	<p>Part of Yan Hing Street fronting the Museum will be designated as 0700-1900 no-stopping zone except buses to facilitate the loading/unloading activities of coaches. Works are in progress and are scheduled for completion by June 2003.</p> <p>Works for a proposed carpark (13 spaces for private car, 4 spaces for motorcycles and 2 spaces for coaches) at the existing Che Ping Bazaar at Pak Shing Street will commence in Sep 2003 and take 9 months to complete.</p>
<p>22. Moving Memorial to War Martyrs, Sai Kung</p>	<p>No major parking and L/U problems are observed on site. At the Tourism Commission's request, a general L/U bay for all vehicles has been provided at the access road leading to the Moving Memorial to War Martyrs.</p>

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圖 1: 私家車泊車位供求情況 - 夜間
 Figure 1: Demand and Supply Situation of Private Car Parking Spaces - Night-time



¹ “Light vans” refer to those vehicles registered as light goods vehicles with van-typed bodies and gross vehicle weight not more than 3.5 tonnes.

圖 2: 私家車泊車位供求情況 - 日間
Figure 2: Demand and Supply Situation of Private Car Parking Spaces - Day-time

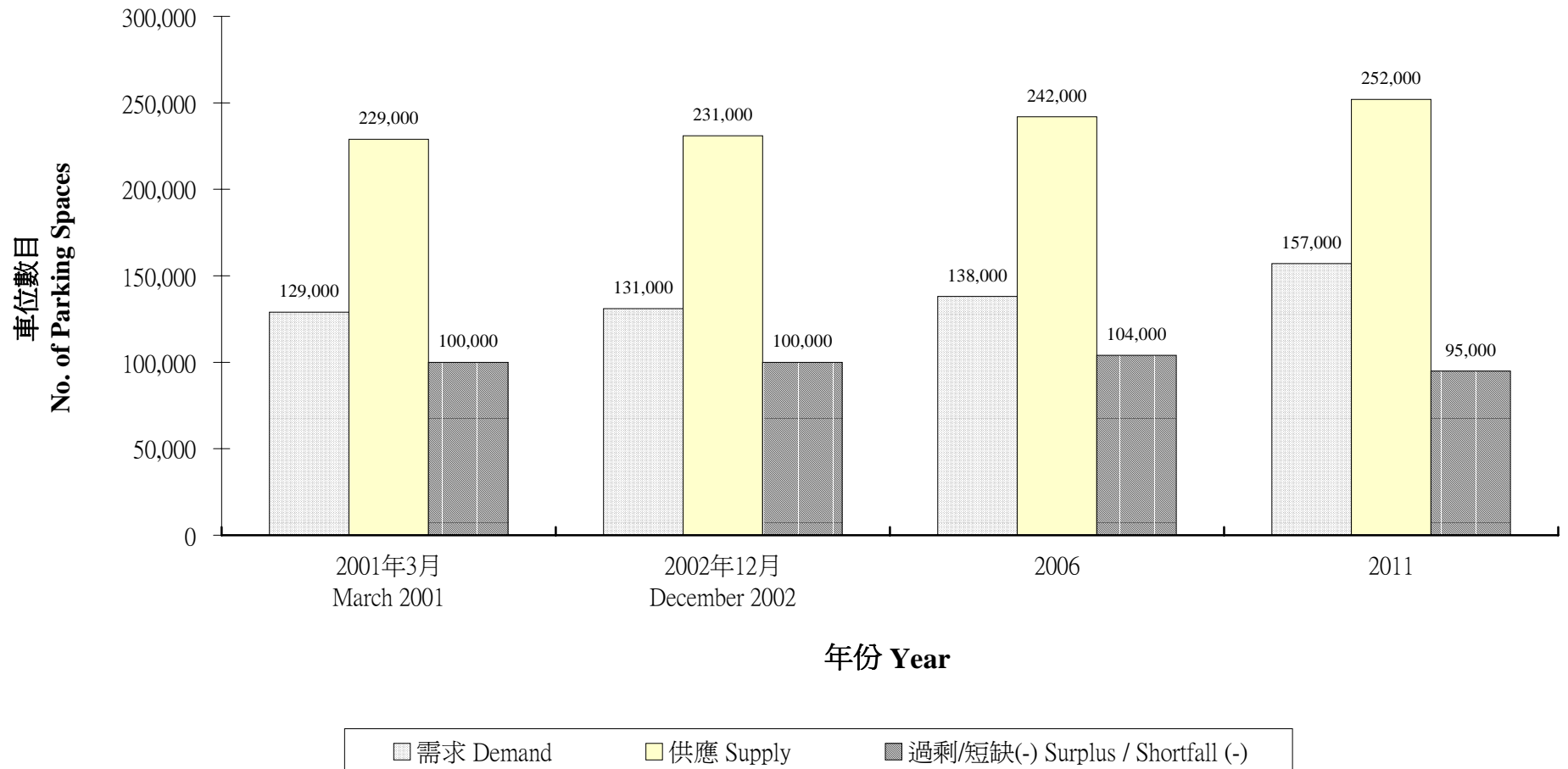


圖 3: 貨車泊車位供求情況 - 夜間
Figure 3: Demand and Supply Situation of Goods Vehicle Parking Spaces - Night-time

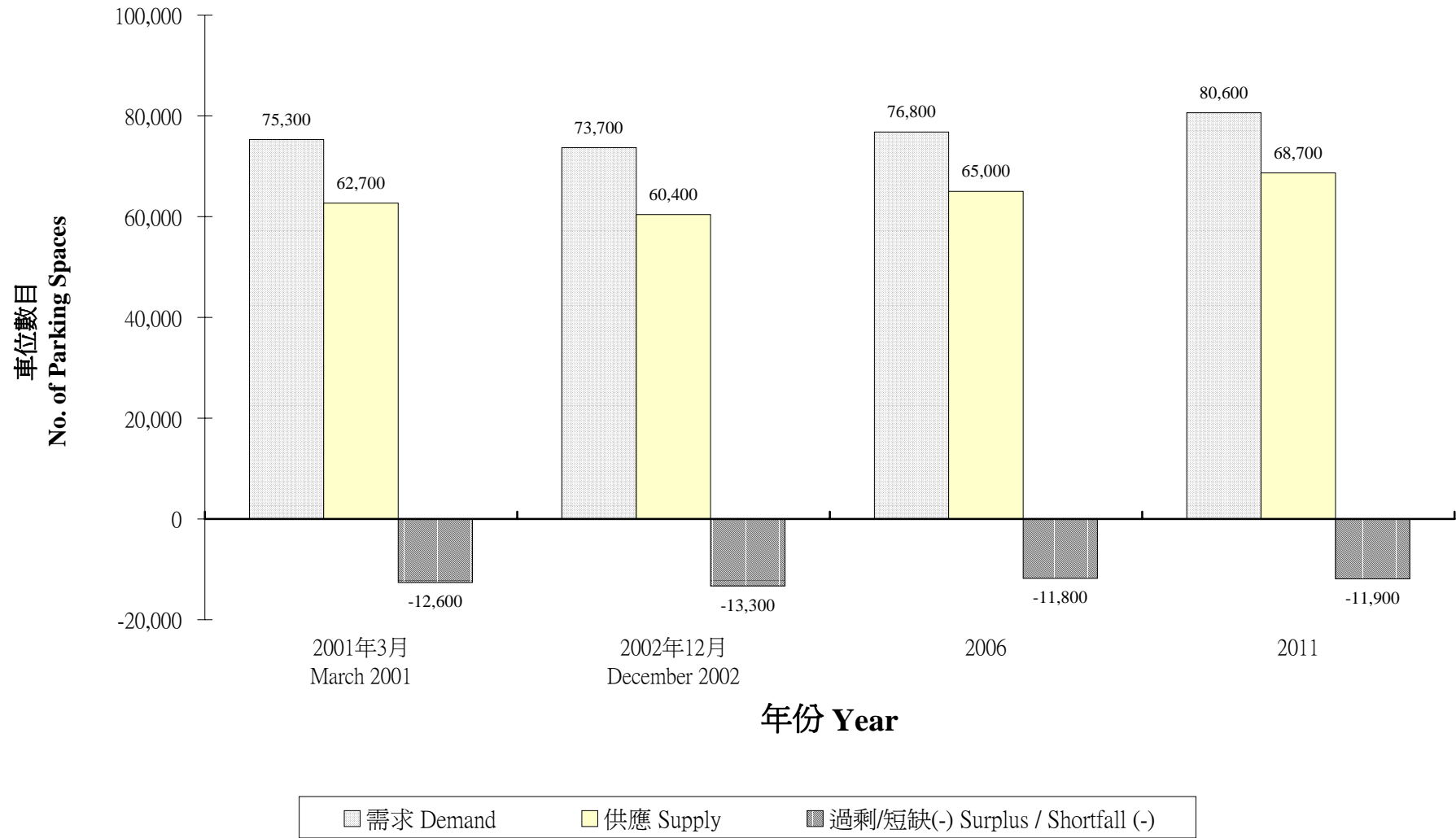
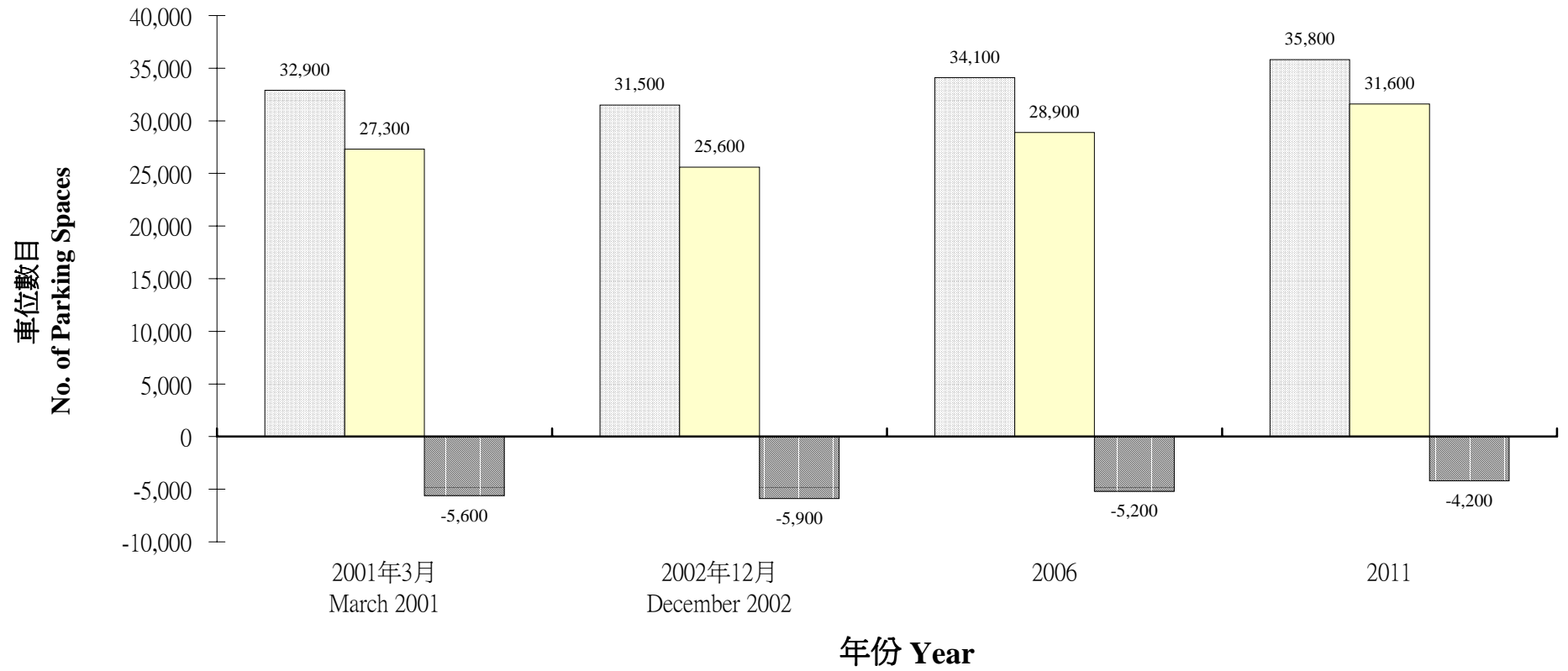


圖 4: 輕型貨車泊車位供求情況 - 夜間

Figure 4: Demand and Supply Situation of Light Goods Vehicle Parking Spaces - Night-time



需求 Demand 供應 Supply 過剩/短缺(-) Surplus / Shortfall (-)

圖 5: 中/重型貨車泊車位供求情況 - 夜間

Figure 5: Demand and Supply Situation of Medium/Heavy Goods Vehicle Parking Spaces - Night-time

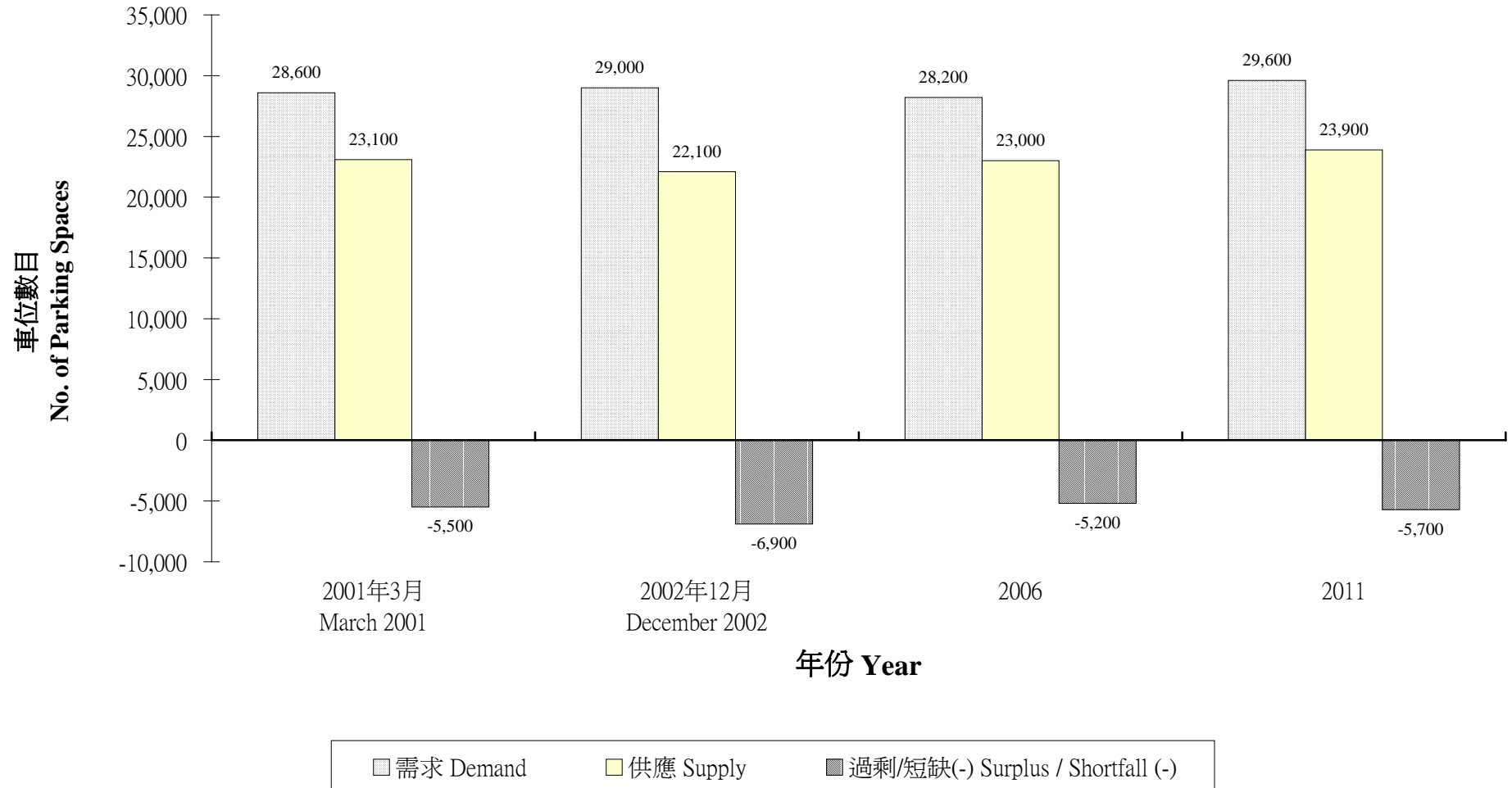


圖 6: 貨櫃車泊車位供求情況 - 夜間

Figure 6: Demand and Supply Situation of Container Vehicle Parking Spaces - Night-time

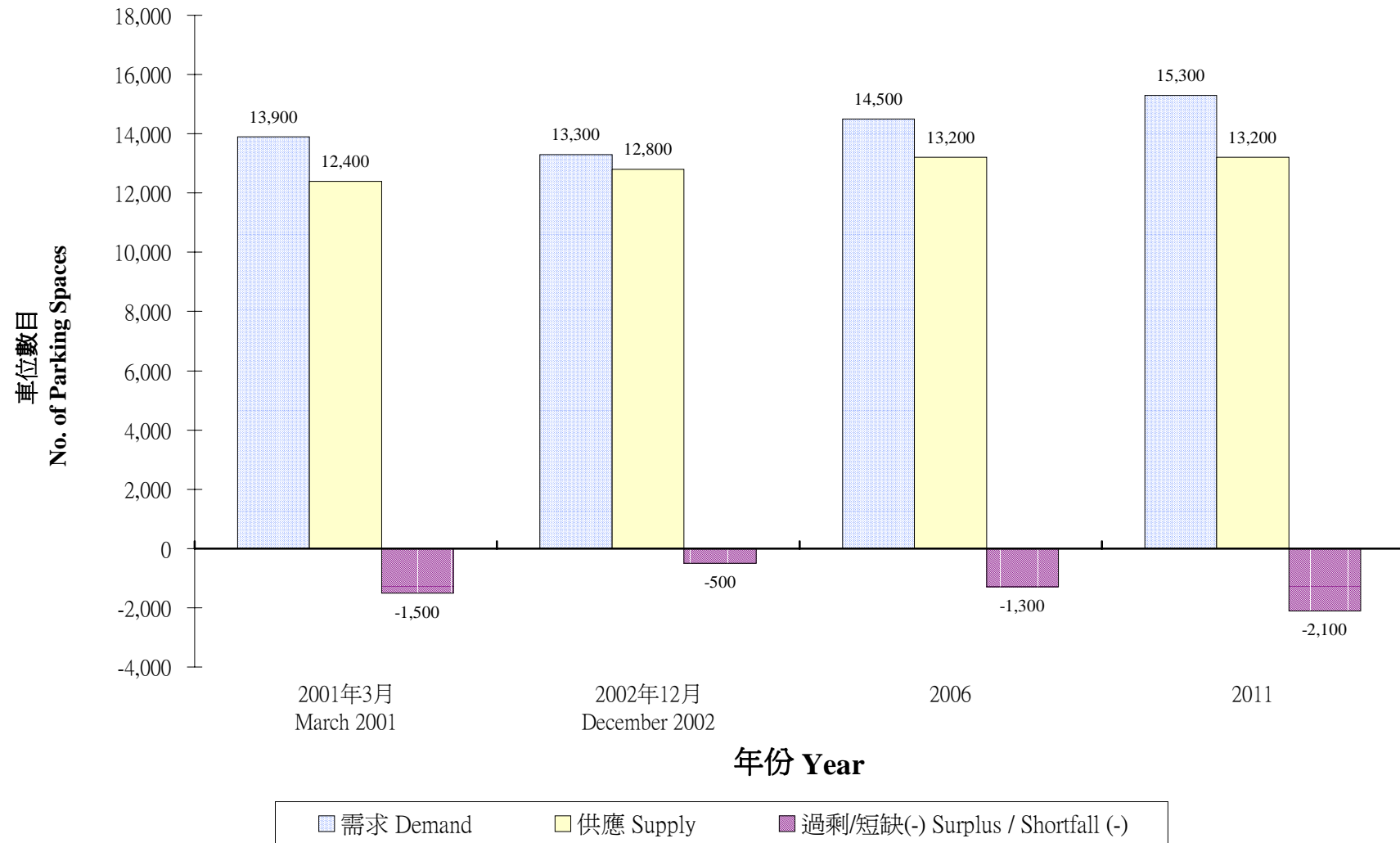
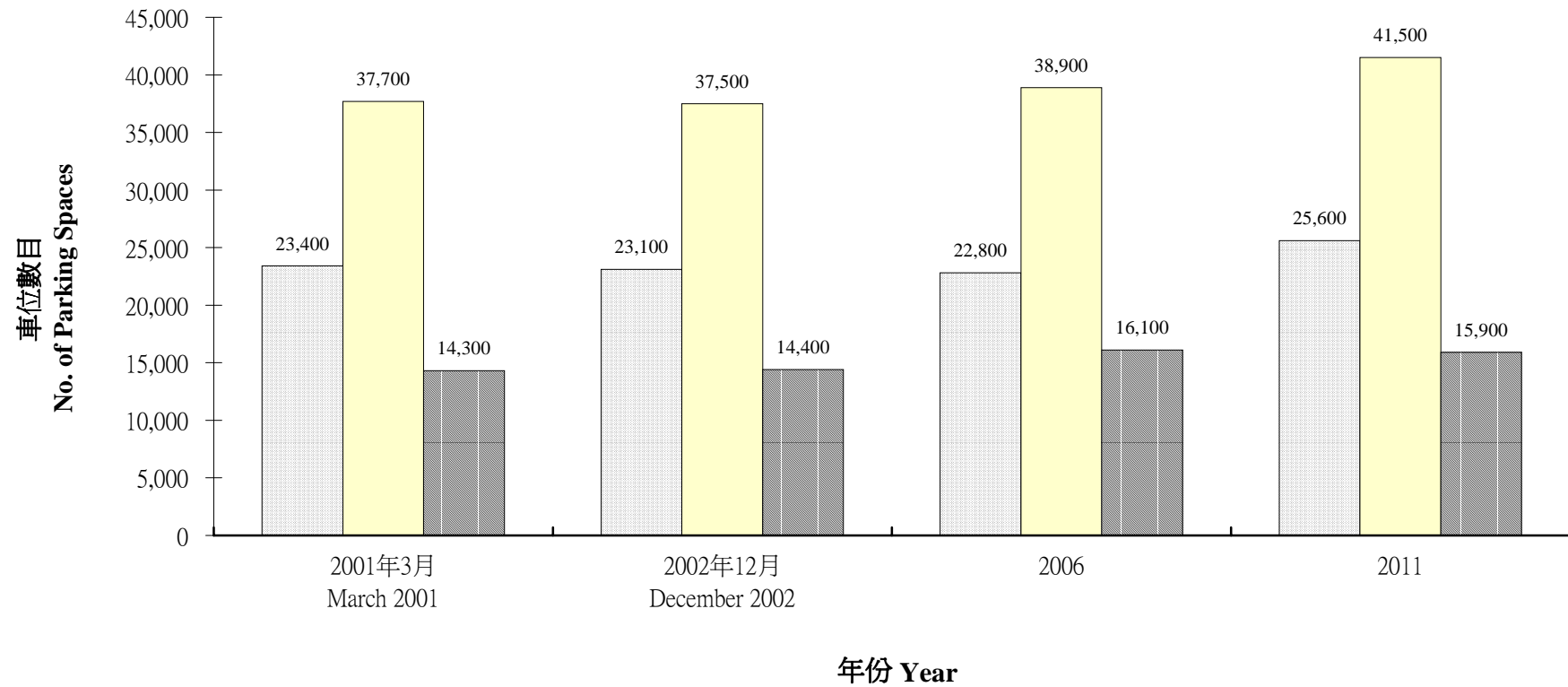


圖 7: 貨車泊車位供求情況 - 日間
Figure 7: Demand and Supply Situation of Goods Vehicle Parking Spaces - Day-time



■ 需求 Demand ■ 供應 Supply ■ 過剩/短缺(-) Surplus / Shortfall (-)

圖 8: 電單車泊車位供求情況 - 夜間

Figure 8: Demand and Supply Situation of Motorcycle Parking Spaces - Night-time

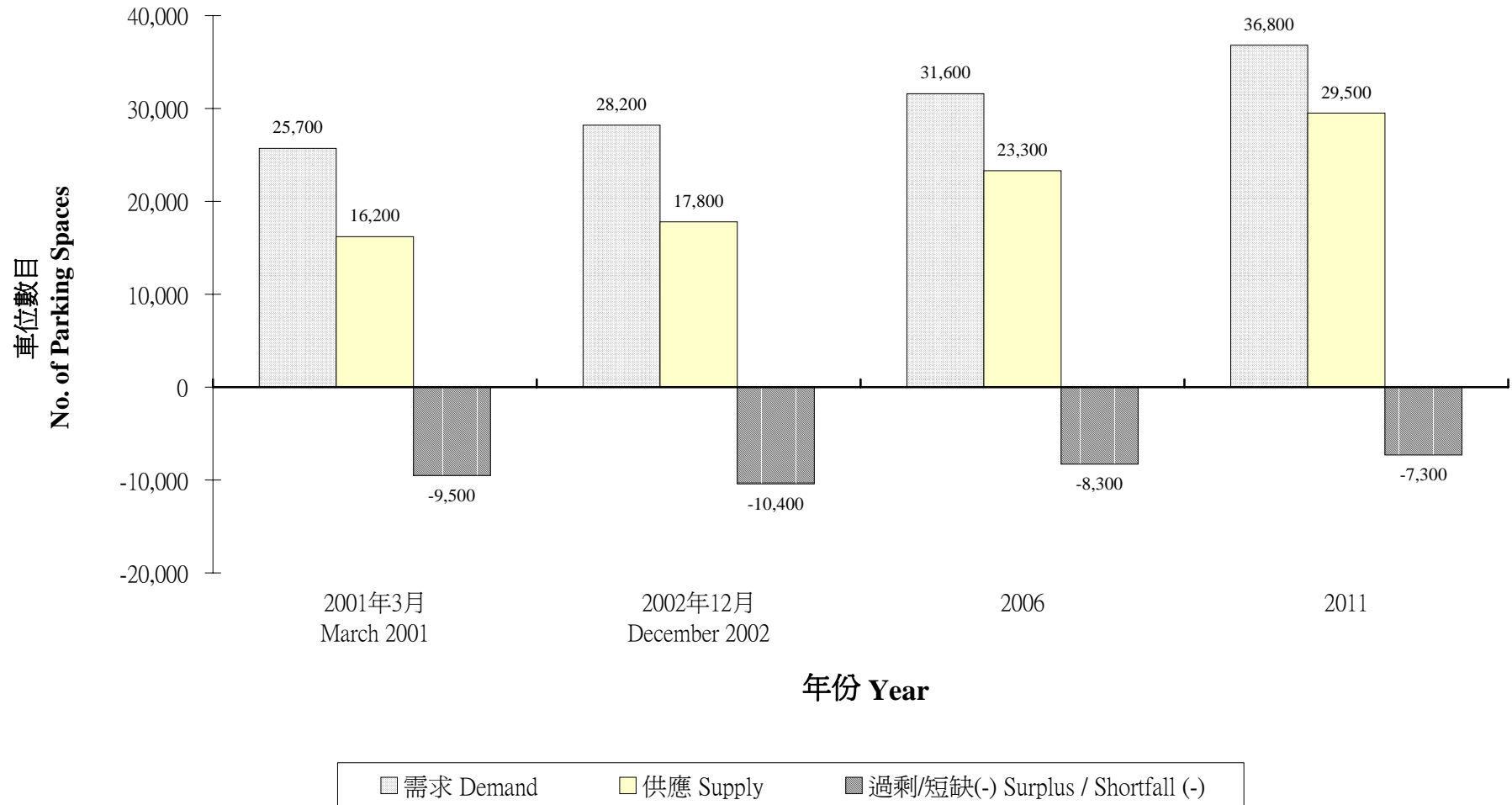


圖 9: 電單車泊車位供求情況 - 日間
Figure 9: Demand and Supply Situation of Motorcycle Parking Spaces - Day-time

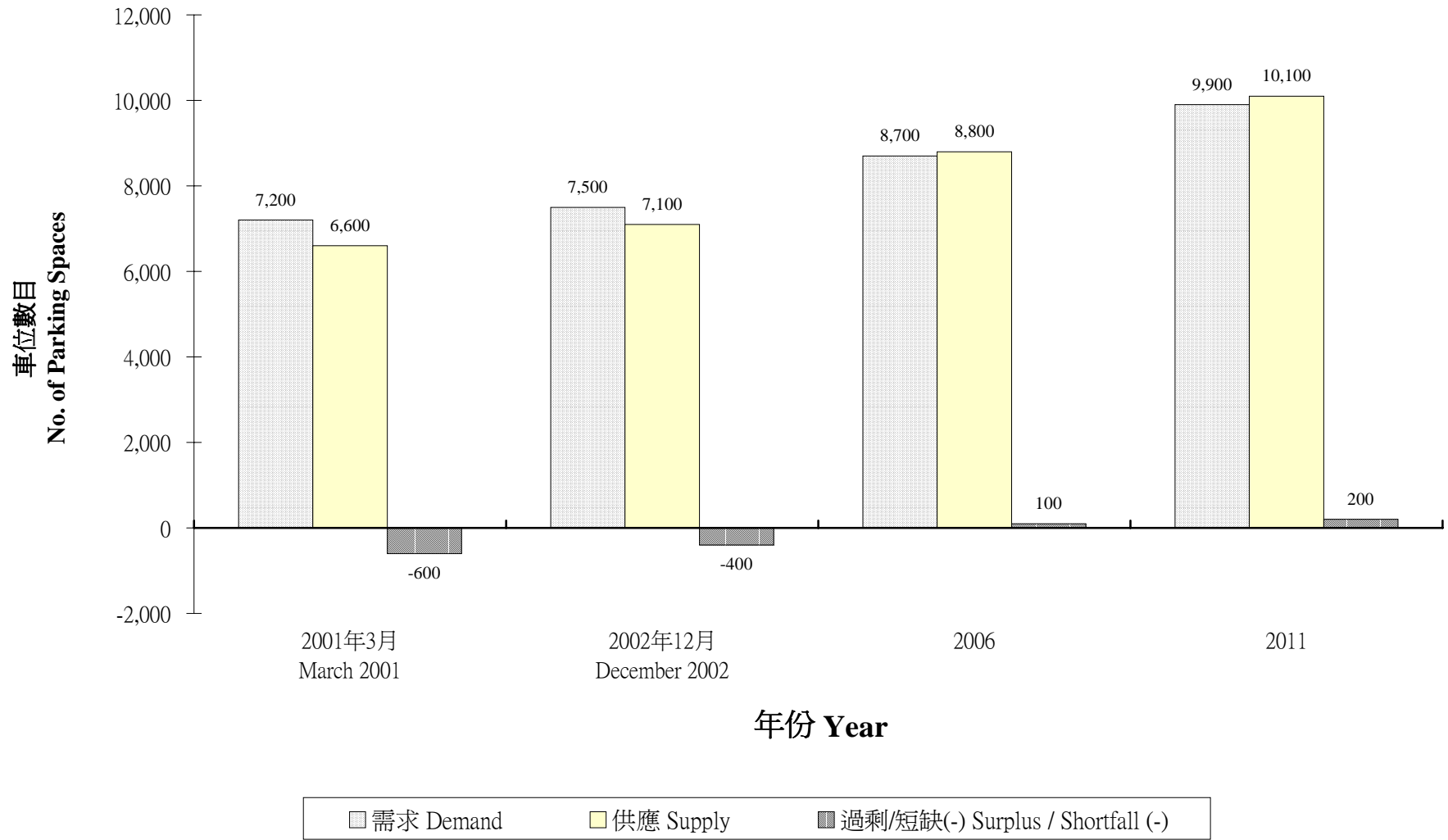


圖 10: 旅遊巴士泊車位供求情況 - 夜間
Figure 10: Demand and Supply Situation of Coach Parking Spaces - Night-time

