

For information

Legislative Council Panel on Transport

**Report on Parking Demand and Supply
and Progress of Improvement Measures**

PURPOSE

This paper presents the latest situation on the demand for and supply of parking spaces in the territory, and reports on the progress of implementing the recommendation of the Second Parking Demand Study (PDS2).

BACKGROUND

2. The PDS2 was commissioned in May 2000 and completed in November 2002. It provided an updated inventory of parking and loading/unloading facilities, reviewed issues pertaining to current and future parking needs of Hong Kong, appraised the parking situation over the next 10 years, and recommended remedial measures to address the identified problems. The initial findings and recommendations of PDS2 were presented to members in March 2002, followed by comprehensive progress reports in June 2003 and May 2004.

3. Assessment of the latest and future parking demand and supply are made on the basis of two tools developed by PDS2, namely the Geographical Information System on Parking Inventory and a strategic Parking Demand Model. The former provides a central repository of the latest parking inventory in a spatial format for easy data updating/retrieval while the latter is used to forecast future parking demand.

Parking Demand and Supply

4. Different categories of vehicles have different parking demand and supply situations. The parking demand of each category is closely related to its fleet size. As at September 2004, the total number of licensed vehicles in Hong Kong was about 529 900, of which 64.7% were private cars, 21.3% were goods vehicles, 1.4% were coaches, 6% were motorcycles, 3.4% were taxis, 0.8% were public light buses and the remaining 2.4% were government vehicles, special purpose vehicles and franchised buses.

5. The Parking Demand Model is used to assess the demand for parking spaces of four main categories of vehicles, viz private cars (including light vans¹ and taxis), goods vehicles², coaches and motorcycles, which together constitute around 96.8% of the total vehicle fleet. Taxis are included in the category of private cars because the size of the vehicles and the parking behaviour of the drivers are similar. Likewise, light vans are also classified as private cars instead of goods vehicles as they can be parked in private car parking spaces. The supply of parking spaces is determined by the inventory of both on-street and off-street parking provisions.

6. The total vehicle fleet size is estimated to grow from 529 900 in September 2004 to 594 800 in 2011 and 646 500 in 2016, representing an assumed average growth rate of 1.7% per annum up to 2016. The future supply of parking spaces for 2011 and 2016 is assessed on the basis of the current parking inventory and the latest projected land use planning data. The parking standards promulgated in the current Hong Kong Planning Standards and Guidelines are applied to the planned developments in calculating the supply. The overall projected night-time demand and supply situations for 2011 and 2016, broken down by region, are summarised in **Table 1**. Detailed analyses for individual vehicle categories are set out in the following paragraphs.

¹ “Light vans” refer to those vehicles registered as light goods vehicles with van-type bodies.

² Goods vehicles are further divided into light goods vehicles with truck-type bodies, medium and heavy goods vehicles and container vehicles.

Private Cars

7. Private cars require parking spaces at places of residence at night, as well as spaces at offices, shops and places of entertainment for day-time activities. The analyse of the night-time and day-time parking situations have thus been set out separately.

Night-time parking

8. The territory-wide parking demand and supply of private cars during night-time are shown in **Figure 1** while the situation on a district basis is summarised in **Table 2**. Over the territory, there is generally a surplus of private car parking spaces. Between September 2003 and September 2004, the demand for night-time private car parking spaces rose from 391 700 to 395 400, representing an increase of 3 700. During the same period, the supply of parking spaces increased from 485 600 to 486 900, representing an increase of 1 300. The overall surplus dropped from 93 900 in September 2003 to 91 500 in September 2004. At the district level, only North District has a shortfall in the provision of private car parking spaces.

9. We project that the surplus will decrease steadily from 91 500 in September 2004 to 73 600 in 2011 and 53 700 in 2016. At the district level by 2011, both the North District and North Lantau will have shortfalls. By 2016, due to the provision of additional parking spaces in new developments and operation of new short-term tenancy (STT) sites, we project that all districts will have adequate private car parking spaces during night-time.

Day-time parking

10. The territory-wide day-time parking situation of private cars is shown in **Figure 2**. In September 2004, the demand and supply of day-time parking spaces were 130 600 and 237 700 respectively, resulting in a surplus of 107 100 spaces. There is no shortfall in day-time parking spaces for private cars at all districts.

11. Looking ahead, the surplus of day-time parking spaces for private cars will increase from 107 100 in September 2004 to 108 200 in 2011. By 2016, the surplus will be reduced to 107 600.

Goods Vehicles

12. In terms of parking space requirements, goods vehicles can be divided into light goods vehicles (LGVs), medium and heavy goods vehicles (M/HGVs) and container vehicles (CVs). The standard parking space dimensions for LGVs, M/HGVs and CVs are 7m by 3.5m, 11m by 3.5m, and 16m by 3.5m respectively. As stated in paragraph 5 above, for the purpose of calculating their parking needs, light vans are excluded from the category of goods vehicles but are included in the category of private cars due to their size and the usual practice for them to be parked at private car spaces.

Night-time parking

13. **Figure 3** shows the territory-wide night-time demand and supply in respect of goods vehicle parking spaces, while the situation on a district basis is shown in **Table 3**. Between September 2003 and September 2004, the number of goods vehicles increased from 72 800 to 73 300. During the same period, the supply of parking spaces remained almost unchanged at 62 400. Consequently, the shortfall in goods vehicle parking spaces increased from 10 400 in September 2003 to 10 900 in September 2004. However, it should be noted that according to the Cross Boundary Traffic Survey carried out by the Transport Department in May 2003, about 7 600 goods vehicles frequently stay overnight in the Mainland. In addition, the PDS2 estimated that about 4 000 goods vehicles would be in operation during night-time. Accordingly, there was still an adequate supply of night-time parking.

14. With the close economic ties between Hong Kong and the Guangdong region, the number of goods vehicles is projected to grow to 76 600 in 2011 and 78 200 in 2016. However, with the provision of more goods vehicle parking spaces, mainly at STT sites, we expect to reduce the overall shortfall to 1 400 in 2011, and to achieve a surplus of 2 700 in 2016.

15. Taking a closer look at different categories of goods vehicles, the shortfall in LGV parking spaces will turn into a surplus of 600 in 2011 and 2 600 in 2016 as set out in **Figure 4**. **Figure 5** shows that the shortage of M/HGV parking spaces will be reduced to 1 900 in 2011, and the supply will balance the demand in 2016. As for CVs, **Figure 6** shows that the shortfall will drop to 100 in 2011 and turn into a surplus of 100 by 2016.

Day-time parking

16. During the day, the majority of goods vehicles are on the move and hence the demand for parking spaces is much less than that at night-time. The day-time demand and supply situation for goods vehicle parking spaces is in **Figure 7**. There is no shortfall in spaces for all categories of goods vehicles. The overall surplus of day-time goods vehicle parking spaces decreased from 15 200 in September 2003 to 14 700 in September 2004.

17. We project that there will continue to be a surplus of parking spaces for all categories of goods vehicles in the day-time. As shown in **Figure 7**, the overall surplus is estimated to increase from 14 700 in September 2004 to 15 600 in 2011 and 15 800 in 2016.

Motorcycles

Night-time parking

18. **Figure 8** indicates that the territory-wide demand and supply of motorcycle parking spaces in September 2004 were 31 400 and 22 700 respectively. The overall shortage of night-time parking spaces was 8 700, compared with 10 100 in September 2003. The situation on a district basis is summarised in **Table 4**. It should be noted that the aforesaid numbers only refer to formal designated motorcycle parking spaces which are already adequate to meet over 70% of the night-time parking demand. Since motorcycles are small in size, drivers may park the motorcycles at non-designated spaces, e.g. open area in front of village houses.

19. As for the future night-time demand and supply of motorcycle parking spaces, it is projected that the current shortfall in spaces will decrease from 8700 in September 2004 to 3 000 in 2011 and 1 800 in 2016.

Day-time parking

20. According to **Figure 9**, the territory-wide demand and supply of day-time motorcycle parking spaces in September 2004 were 9 100 and 8 600 respectively. There was a rise in the shortage of parking spaces from 200 in September 2003 to 500 in September 2004.

21. It is projected that the supply of day-time motorcycle parking spaces will exceed the demand by 4 800 and 5 600 in 2011 and 2016 respectively.

Coaches

Night-time parking

22. The night-time demand and supply for coaches is set out in **Figure 10** while the situation on a district basis is in **Table 5**. Between September 2003 and September 2004, the demand for coach parking spaces increased slightly from 7 000 to 7 200. During the same period, the supply decreased slightly from 3 300 to 3 200. Consequently, the overall shortfall in night-time coach parking spaces was 4 000.

23. It is projected that the demand for coach parking spaces will grow to 8 600 in 2011 and 9 600 in 2016. As there will also be an increase in supply, the current shortage of night-time coach parking spaces is expected to be reduced to 1 500 in 2011 and 200 in 2016.

Day-time parking

24. Given the relatively small fleet size of coaches and the fact that they are mostly running on the roads during day-time, no major problems are observed in respect of day-time parking. According to parking forecasts, no significant problems are envisaged for day-time coach parking in 2011 and 2016. However, there is a shortage of coach pick-up/set-down facilities at some popular sightseeing spots.

Coach Loading and Unloading Facilities

25. In view of the importance of tourism to Hong Kong, we have introduced additional coach parking and loading/unloading facilities in tourist spots where traffic and road safety conditions permit. We have reviewed the coach parking and loading/unloading facilities in 31 spots and found that the provision at 25 of them are adequate. For the remaining 6 spots, we are working on improvement measures to address the shortfalls. Details are shown in **Table 6**. We will continue to keep a close watch on the demand for coach facilities and work with relevant stakeholders to further improve the situation while balancing the competing demands for the use of limited road space. For new tourist development projects, we will continue to work with the Tourism Commission to ensure that they are self-contained in terms of coach parking facilities.

Taxis

26. As mentioned in paragraph 5, taxis are included in the category of private cars for the purpose of calculating their parking demand and supply. We have not observed any major problems in the provision of parking spaces. However, to cater for the special needs of taxi drivers during change of shifts, meal breaks and toilet breaks in the day-time, we will continue to provide half-hour metered parking spaces in the territory. At present, 838 such metered spaces are available.

Public Light Buses (PLBs)

27. PLBs comprise red minibuses and green minibuses. As the total number of PLBs has been confined to 4 350, the demand for PLB parking spaces has been stable. On the supply side, PLBs can be parked at designated PLB stands, STT sites and on-street parking spaces. There was an adequate supply of PLB parking spaces in the territory in September 2004³.

³ There are no projections on the parking situation of PLBs in 2011 and 2016. PLBs are not included in the Second Parking Demand Study as most of them are on the move during day-time and parked at PLB stands, public transport interchanges or along the kerbside of quiet roads during the overnight period when they are not in business.

Overnight Parking Surveys

28. Apart from comparing the parking demand and supply, we have also carried out two site surveys to gauge the actual parking situation. They are the On-street Overnight Parking Survey and the Overnight Parking Survey on Utilisation Rate of STT sites.

29. The On-street Overnight Parking Survey was conducted around midnight so that the most critical situation could be captured. The latest results of the survey as compared with the theoretical shortfall/surplus assessment are as follows:

| Vehicle Category | Surplus (+) / shortfall (-) of night-time parking spaces (2004) | Number of vehicles parked outside designated / formal parking spaces at night-time (2004) |
|---------------------------------|--|--|
| Private Cars | +91 500 | 5 800 |
| Motorcycles | -8 700 | 1 600 |
| Coaches | -4 000 | 500 |
| Light Goods Vehicles | -3 500 | 2 200 |
| Medium/ Heavy Goods Vehicles | -6 900 | 1 800 |
| Container Vehicles | -500 | 1 000 |

30. 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 into account the inventory of formal parking spaces on the supply side. In practice, vehicles are also accommodated in places like wholesale markets, factories, spare land adjacent to village development and non-government land awaiting permanent development. Although these vehicles are not occupying formal parking spaces, they generally do not cause any traffic obstruction. Hence, some districts with theoretical shortfall of parking spaces do not have severe parking problems.

31. Another survey to assess the actual parking situation is the Overnight Parking Survey at STT Sites. The latest survey revealed that the night-time utilisation rate of STT sites was about 72%, leaving about 390 000 square metres of space for parking. This amount of unused space, if fully utilised, could accommodate 9 750 LGVs, 6 500 M/HGVs, 4 330 CVs, 6 500 coaches or 78 000 motorcycles.

Remedial Measures

32. A number of remedial measures are being implemented to redress the balance between demand and supply. A Working Group on Parking, chaired by TD with representatives from relevant Government departments, has been formed to monitor the implementation of these improvement measures. The following paragraphs report the progress of major remedial measures.

Application of the Revised Hong Kong Planning Standards and Guidelines (HKPSG)

33. The revised HKPSG parking standards took effect from April 2003. Two adjustment factors, viz the average flat size of the development and its proximity to a railway station, were introduced to provide flexibility in setting standards for the provision of private car parking spaces at residential developments. With the revised parking standards, less private car parking spaces will be provided to minimise surplus spaces.

34. Other revisions include new guidelines on the parking of coaches, vehicles powered by liquefied petroleum gas and vehicles driven by disabled persons; new provision ratio of loading/unloading spaces for light goods vehicles and heavy goods vehicles at 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 revised. The revised or new guidelines will better address the parking demand of different vehicle types in accordance with changing circumstances.

Provision of Multi-storey Vehicle Parks

35. It is the Government's policy to encourage the provision of public parking spaces in joint-user buildings through the Land Sale Development Programme to address the shortfall of parking spaces for certain vehicle categories. For instance, to address the parking demand in Stanley during weekends/holidays, a government multi-storey vehicle park is being planned to provide parking spaces for 200 private cars and 20 motorcycles. In addition, to help relieve the problem of illegal parking in Tai Po, a multi-storey vehicle park will be incorporated in a development site to provide parking spaces for 100 private cars, 20 goods vehicles and 15 motorcycles.

36. Apart from the above, there are two other vehicle parks under construction. They are located at Rock Hill Street in Kennedy Town and Sai Wan Ho Ferry Concourse. The former will provide parking spaces for 196 private cars and 10 motorcycles while the latter will provide parking spaces for 200 private cars and 20 motorcycles. These two vehicle parks are anticipated to operate in early 2006.

Flexible Provision of Motorcycle Parking

37. The latest revision to HKPSG has abandoned the requirement to designate five motorcycle parking spaces in a row. This would allow more flexible and integrated design for motorcycle parking within new developments. The new standard also encourages provision of motorcycle parking spaces in odd corners within developments, which would better utilise all the spaces available. In addition, TD is exercising flexibility in designating more roadside motorcycle parking spaces, including those under footbridges or flyovers, as long as traffic and road safety conditions permit.

38. In view of a territorial shortage of motorcycle parking spaces, TD has been reviewing the utilisation of the 13 government multi-storey car parks, and has arranged to convert some of the existing private car spaces into additional motorcycle spaces in recent years. There are now more than 630 motorcycle parking spaces in these multi-storey car parks. TD will keep in view their utilisation rate and will further adjust the provision level of different types of parking spaces to meet the demand.

Use of STT Sites for Parking

39. As at September 2004, there were 207 STT sites used as temporary car parks throughout the territory, providing 22 400, 12 300, and 160 and 600 spaces for private cars, goods vehicles, motorcycles and coaches respectively. The total area of the STT parking sites remained at about 1 390 000 square metres between September 2003 and September 2004. The use of STT sites for parking has proved to be effective in supplying a large number of parking spaces for different types of vehicles in the territory.

40. For commercial reasons, some STT car park operators tend to provide parking spaces for private cars rather than other vehicle types. To promote the use of STT sites for parking of motorcycles, coaches and goods vehicles, especially in areas where they are in short supply, TD and Lands Department have been incorporating appropriate site-specific parking requirements into the STT agreements during the renewal of existing STTs and the granting of new ones. Such administrative effort would help ensure the supply of parking spaces of appropriate vehicle type.

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

41. In addition to the provision of some 830 container vehicle parking spaces at the container terminals in Kwai Chung, there are other container back-up areas in the New Territories, which are generally remote from residential developments and activity centres. These sites (mostly container vehicle parks) are suitable for the parking of heavy vehicles such as goods vehicles and coaches. Currently, about 65 sites are earmarked for container back-up purposes. By making use of these sites, it is estimated that about 5 750 goods vehicle and 290 coach parking spaces can be provided.

Effects of Measures

42. We believe that the effects of the above remedial measures will be as follows -

| | Goods Vehicle | | | | Motor-Cycle | Coach |
|---|----------------------|--------------|-----------|--------------|--------------------|--------------|
| | LGV | M/HGV | CV | Total | | |
| Forecast 2016 night-time (critical) situation (A) | +2 600 | 0 | +100 | +2 700 | -1 800 | -200 |
| <i>Major Remedial Measures</i> | | | | | | |
| Provision of multi-storey vehicle parks | 0 | +20 | 0 | +20 | +65 | 0 |
| Conversion of some private car parking spaces at STT sites | 0 | 0 | 0 | 0 | +2 000 | +300 |
| Provision of parking spaces in container back-up areas | 0 | 0 | 0 | 0 | 0 | 0 |
| Total (B) | 0 | +20 | 0 | +20 | +2 065 | +300 |
| Forecast 2016 situation with major remedial measures in place (A) + (B) | +2 600 | +20 | +100 | +2 720 | +265 | +100 |

Note: + surplus; - shortfall

WAY FORWARD

43. Our objective is to achieve a reasonable and manageable balance between the demand and supply of parking spaces for all types of vehicles. The inter-departmental Working Group on Parking will continue to co-ordinate, monitor and review the implementation of all parking-related improvement measures. Quarterly meetings will continue to be held to discuss the progress of remedial measures, problems encountered in the implementation process and new initiatives to ameliorate the parking situation.

Environment, Transport and Works Bureau
October 2005

Table 1

2004, 2011 & 2016 Night-time Parking Situation

| | | 2004 by Region | | | | | 2011 Forecast by Region | | | | | 2016 Forecast by Region | | | | |
|--------------------------------|-------------------------|------------------|---------|----------------------------------|-----------|----------------|-------------------------|---------|----------------------------------|-----------|----------------|-------------------------|---------|----------------------------------|-----------|----------------|
| Vehicle type | Parking Situation | Hong Kong Island | Kowloon | NT (West) including North Lantau | NT (East) | Overall | 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 | 115,000 | 90,600 | 94,700 | 95,100 | 395,400 | 125,100 | 103,000 | 106,100 | 107,700 | 441,900 | 133,400 | 115,700 | 118,600 | 115,400 | 483,100 |
| | Supply | 127,100 | 126,300 | 117,400 | 116,100 | 486,900 | 130,300 | 128,800 | 128,300 | 128,100 | 515,500 | 137,400 | 130,900 | 136,900 | 131,600 | 536,800 |
| | Surplus / Shortfall (-) | 12,100 | 35,700 | 22,700 | 21,000 | 91,500 | 5,200 | 25,800 | 22,200 | 20,400 | 73,600 | 4,000 | 15,200 | 18,300 | 16,200 | 53,700 |
| Goods Vehicle | Demand | 6,800 | 14,300 | 30,200 | 22,000 | 73,300 | 6,600 | 14,800 | 31,700 | 23,500 | 76,600 | 6,700 | 15,600 | 32,300 | 23,600 | 78,200 |
| | Supply | 6,700 | 19,000 | 25,500 | 11,200 | 62,400 | 7,800 | 22,900 | 30,400 | 14,100 | 75,200 | 8,800 | 25,000 | 32,000 | 15,100 | 80,900 |
| | Surplus / Shortfall (-) | -100 | 4,700 | -4,700 | -10,800 | -10,900 | 1,200 | 8,100 | -1,300 | -9,400 | -1,400 | 2,100 | 9,400 | -300 | -8,500 | 2,700 |
| Coach | Demand | 1,700 | 2,300 | 1,600 | 1,600 | 7,200 | 1,700 | 2,600 | 2,300 | 2,000 | 8,600 | 1,600 | 2,900 | 2,800 | 2,300 | 9,600 |
| | Supply | 700 | 800 | 900 | 800 | 3,200 | 1,100 | 1,900 | 2,400 | 1,700 | 7,100 | 1,500 | 2,600 | 3,100 | 2,200 | 9,400 |
| | Surplus / Shortfall (-) | -1,000 | -1,500 | -700 | -800 | -4,000 | -600 | -700 | 100 | -300 | -1,500 | -100 | -300 | 300 | -100 | -200 |
| Motorcycle | Demand | 4,800 | 9,700 | 9,700 | 7,200 | 31,400 | 5,100 | 15,300 | 13,000 | 9,700 | 43,100 | 7,300 | 17,600 | 15,500 | 10,600 | 51,000 |
| | Supply | 4,600 | 8,000 | 4,400 | 5,700 | 22,700 | 6,600 | 13,100 | 10,200 | 10,200 | 40,100 | 7,600 | 15,700 | 13,200 | 12,700 | 49,200 |
| | Surplus / Shortfall (-) | -200 | -1,700 | -5,300 | -1,500 | -8,700 | 1,500 | -2,200 | -2,800 | 500 | -3,000 | 300 | -1,900 | -2,300 | 2,100 | -1,800 |

Table 2

Private Car - Night-time Demand & Supply Analysis

| District | 2004 | | | 2011 | | | 2016 | | |
|-------------------|----------------|----------------|-------------------|----------------|----------------|-------------------|----------------|----------------|-------------------|
| | Demand | Supply | Surplus/Shortfall | Demand | Supply | Surplus/Shortfall | Demand | Supply | Surplus/Shortfall |
| Central & Western | 28,900 | 29,100 | 200 | 29,600 | 29,900 | 300 | 31,600 | 31,700 | 100 |
| Wanchai | 19,800 | 23,500 | 3,700 | 20,900 | 21,000 | 100 | 22,500 | 22,700 | 200 |
| Eastern | 42,200 | 42,300 | 100 | 46,400 | 46,600 | 200 | 49,900 | 50,100 | 200 |
| Southern | 24,100 | 32,200 | 8,100 | 28,200 | 32,800 | 4,600 | 29,400 | 32,900 | 3,500 |
| Yam Tsim Mong | 12,400 | 20,900 | 8,500 | 14,200 | 19,500 | 5,300 | 15,600 | 19,700 | 4,100 |
| Sham Shui Po | 17,100 | 21,200 | 4,100 | 19,500 | 22,100 | 2,600 | 21,200 | 21,300 | 100 |
| Kowloon City | 26,800 | 39,300 | 12,500 | 30,100 | 40,700 | 10,600 | 35,000 | 44,300 | 9,300 |
| Wong Tai Sin | 12,200 | 15,500 | 3,300 | 13,700 | 16,200 | 2,500 | 15,400 | 15,800 | 400 |
| Kwun Tong | 22,100 | 29,400 | 7,300 | 25,500 | 30,300 | 4,800 | 28,500 | 29,800 | 1,300 |
| Tsuen Wan | 17,400 | 22,900 | 5,500 | 20,000 | 21,500 | 1,500 | 21,400 | 21,500 | 100 |
| Tuen Mun | 31,400 | 34,200 | 2,800 | 30,100 | 38,900 | 8,800 | 31,700 | 39,100 | 7,400 |
| Yuen Long | 23,900 | 28,100 | 4,200 | 29,200 | 33,600 | 4,400 | 31,800 | 37,100 | 5,300 |
| North | 19,900 | 17,800 | -2,100 | 21,100 | 19,900 | -1,200 | 21,400 | 22,900 | 1,500 |
| Tai Po | 17,400 | 18,300 | 900 | 19,500 | 19,700 | 200 | 20,100 | 20,200 | 100 |
| Sai Kung | 16,500 | 23,900 | 7,400 | 18,800 | 26,700 | 7,900 | 20,900 | 27,800 | 6,900 |
| Shatin | 41,300 | 56,100 | 14,800 | 48,300 | 61,800 | 13,500 | 53,000 | 60,700 | 7,700 |
| Kwai Tsing | 18,600 | 28,700 | 10,100 | 21,000 | 29,500 | 8,500 | 21,900 | 27,300 | 5,400 |
| North Lantau | 3,400 | 3,500 | 100 | 5,800 | 4,800 | -1,000 | 11,800 | 11,900 | 100 |
| Total | 395,400 | 486,900 | 91,500 | 441,900 | 515,500 | 73,600 | 483,100 | 536,800 | 53,700 |

Table 3

Goods Vehicle - Night-time Demand & Supply Analysis

| District | 2004 | | | 2011 | | | 2016 | | |
|-------------------|---------------|---------------|-------------------|---------------|---------------|-------------------|---------------|---------------|-------------------|
| | Demand | Supply | Surplus/Shortfall | Demand | Supply | Surplus/Shortfall | Demand | Supply | Surplus/Shortfall |
| Central & Western | 1,900 | 2,000 | 100 | 1,800 | 2,300 | 500 | 1,800 | 2,400 | 600 |
| Wanchai | 900 | 400 | -500 | 900 | 400 | -500 | 1,000 | 500 | -500 |
| Eastern | 3,000 | 2,800 | -200 | 2,900 | 3,300 | 400 | 2,900 | 3,700 | 800 |
| Southern | 1,000 | 1,500 | 500 | 1,000 | 1,800 | 800 | 1,000 | 2,200 | 1,200 |
| Yam Tsim Mong | 2,900 | 3,900 | 1,000 | 3,100 | 4,500 | 1,400 | 3,300 | 4,900 | 1,600 |
| Sham Shui Po | 2,700 | 5,400 | 2,700 | 2,700 | 6,700 | 4,000 | 2,900 | 7,400 | 4,500 |
| Kowloon City | 2,000 | 2,600 | 600 | 2,000 | 3,200 | 1,200 | 2,100 | 3,400 | 1,300 |
| Wong Tai Sin | 2,000 | 1,500 | -500 | 1,900 | 1,800 | -100 | 1,800 | 2,000 | 200 |
| Kwun Tong | 4,700 | 5,600 | 900 | 5,100 | 6,700 | 1,600 | 5,500 | 7,300 | 1,800 |
| Tsuen Wan | 4,300 | 2,000 | -2,300 | 4,300 | 2,200 | -2,100 | 4,400 | 2,200 | -2,200 |
| Tuen Mun | 6,100 | 3,600 | -2,500 | 6,000 | 4,500 | -1,500 | 5,800 | 4,700 | -1,100 |
| Yuen Long | 8,900 | 7,300 | -1,600 | 9,700 | 8,000 | -1,700 | 10,100 | 8,300 | -1,800 |
| North | 7,400 | 3,100 | -4,300 | 7,600 | 3,700 | -3,900 | 7,800 | 4,000 | -3,800 |
| Tai Po | 4,000 | 1,800 | -2,200 | 4,500 | 2,100 | -2,400 | 4,300 | 2,200 | -2,100 |
| Sai Kung | 4,400 | 2,000 | -2,400 | 5,000 | 3,000 | -2,000 | 5,300 | 3,300 | -2,000 |
| Shatin | 6,200 | 4,300 | -1,900 | 6,400 | 5,300 | -1,100 | 6,200 | 5,600 | -600 |
| Kwai Tsing | 8,300 | 11,400 | 3,100 | 8,800 | 14,500 | 5,700 | 8,800 | 15,500 | 6,700 |
| North Lantau | 2,600 | 1,200 | -1,400 | 2,900 | 1,200 | -1,700 | 3,200 | 1,300 | -1,900 |
| Total | 73,300 | 62,400 | -10,900 | 76,600 | 75,200 | -1,400 | 78,200 | 80,900 | 2,700 |

Table 4

Motorcycle - Night-time Demand & Supply Analysis

| District | 2004 | | | 2011 | | | 2016 | | |
|-------------------|---------------|---------------|-------------------|---------------|---------------|-------------------|---------------|---------------|-------------------|
| | Demand | Supply | Surplus/Shortfall | Demand | Supply | Surplus/Shortfall | Demand | Supply | Surplus/Shortfall |
| Central & Western | 1,100 | 1,000 | -100 | 1,200 | 1,500 | 300 | 1,800 | 1,800 | 0 |
| Wanchai | 600 | 800 | 200 | 700 | 900 | 200 | 1,100 | 900 | -200 |
| Eastern | 1,900 | 1,700 | -200 | 2,000 | 2,400 | 400 | 2,700 | 2,800 | 100 |
| Southern | 1,200 | 1,100 | -100 | 1,200 | 1,800 | 600 | 1,700 | 2,100 | 400 |
| Yam Tsim Mong | 1,800 | 1,400 | -400 | 3,400 | 2,400 | -1,000 | 3,600 | 2,800 | -800 |
| Sham Shui Po | 1,700 | 1,300 | -400 | 2,700 | 2,900 | 200 | 2,600 | 3,700 | 1,100 |
| Kowloon City | 1,500 | 1,300 | -200 | 3,200 | 2,200 | -1,000 | 4,400 | 3,000 | -1,400 |
| Wong Tai Sin | 1,800 | 1,500 | -300 | 2,000 | 1,900 | -100 | 2,400 | 2,100 | -300 |
| Kwun Tong | 2,900 | 2,500 | -400 | 4,000 | 3,700 | -300 | 4,600 | 4,100 | -500 |
| Tsuen Wan | 1,200 | 700 | -500 | 1,600 | 1,000 | -600 | 1,800 | 1,100 | -700 |
| Tuen Mun | 2,100 | 800 | -1,300 | 3,000 | 2,200 | -800 | 4,200 | 2,700 | -1,500 |
| Yuen Long | 2,900 | 900 | -2,000 | 4,300 | 1,900 | -2,400 | 4,300 | 2,600 | -1,700 |
| North | 1,500 | 1,200 | -300 | 1,900 | 2,000 | 100 | 1,900 | 3,100 | 1,200 |
| Tai Po | 900 | 800 | -100 | 1,200 | 1,500 | 300 | 1,600 | 1,800 | 200 |
| Sai Kung | 2,100 | 2,000 | -100 | 2,800 | 3,000 | 200 | 2,900 | 3,500 | 600 |
| Shatin | 2,700 | 1,700 | -1,000 | 3,800 | 3,700 | -100 | 4,200 | 4,300 | 100 |
| Kwai Tsing | 3,000 | 1,900 | -1,100 | 3,300 | 4,700 | 1,400 | 3,100 | 5,900 | 2,800 |
| North Lantau | 500 | 100 | -400 | 800 | 400 | -400 | 2,100 | 900 | -1,200 |
| Total | 31,400 | 22,700 | -8,700 | 43,100 | 40,100 | -3,000 | 51,000 | 49,200 | -1,800 |

Table 5

Coach - Night-time Supply & Demand Analysis

| District | 2004 | | | 2011 | | | 2016 | | |
|-------------------|--------------|--------------|-------------------|--------------|--------------|-------------------|--------------|--------------|-------------------|
| | Demand | Supply | Surplus/Shortfall | Demand | Supply | Surplus/Shortfall | Demand | Supply | Surplus/Shortfall |
| Central & Western | 300 | 100 | -200 | 300 | 100 | -200 | 300 | 200 | -100 |
| Wanchai | 100 | 100 | 0 | 100 | 200 | 100 | 100 | 200 | 100 |
| Eastern | 1,100 | 300 | -800 | 1,000 | 500 | -500 | 900 | 700 | -200 |
| Southern | 200 | 200 | 0 | 300 | 300 | 0 | 300 | 400 | 100 |
| Yam Tsim Mong | 300 | 500 | 200 | 400 | 800 | 400 | 400 | 1,000 | 600 |
| Sham Shui Po | 400 | 100 | -300 | 400 | 500 | 100 | 500 | 800 | 300 |
| Kowloon City | 500 | 100 | -400 | 500 | 300 | -200 | 600 | 400 | -200 |
| Wong Tai Sin | 300 | 0 | -300 | 400 | 100 | -300 | 500 | 100 | -400 |
| Kwun Tong | 800 | 100 | -700 | 900 | 200 | -700 | 900 | 300 | -600 |
| Tsuen Wan | 400 | 0 | -400 | 400 | 100 | -300 | 500 | 100 | -400 |
| Tuen Mun | 300 | 100 | -200 | 500 | 300 | -200 | 800 | 400 | -400 |
| Yuen Long | 400 | 400 | 0 | 600 | 600 | 0 | 500 | 800 | 300 |
| North | 200 | 100 | -100 | 400 | 300 | -100 | 700 | 300 | -400 |
| Tai Po | 200 | 100 | -100 | 300 | 200 | -100 | 300 | 300 | 0 |
| Sai Kung | 400 | 300 | -100 | 400 | 500 | 100 | 300 | 700 | 400 |
| Shatin | 800 | 300 | -500 | 900 | 700 | -200 | 1,000 | 900 | -100 |
| Kwai Tsing | 400 | 200 | -200 | 700 | 1,100 | 400 | 800 | 1,500 | 700 |
| North Lantau | 100 | 200 | 100 | 100 | 300 | 200 | 200 | 300 | 100 |
| Total | 7,200 | 3,200 | -4,000 | 8,600 | 7,100 | -1,500 | 9,600 | 9,400 | -200 |

**Review of Coach Parking and Loading/Unloading Facilities
at Major Tourist Attraction Spots**

We have conducted regular reviews on the adequacy of coach parking and loading/unloading (L/UL) facilities at major tourist attraction spots. The latest situation is described below.

| Location | Latest Situation |
|--|---|
| (A) Hong Kong | |
| 1. Convention Avenue (near Golden Bauhinia Plaza), Wanchai | <p><u>Coach parking and L/UL facilities are under review</u></p> <p>There are 9 coach parking spaces at Expo Drive East. These metered parking spaces are usually occupied in the day-time by coaches running long-haul residents' services between urban area and the New Territories.</p> <p>Tourist coaches normally make use of the cul-de-sac at Expo Drive East or the kerbside at Expo Drive and Expo Drive Central for the picking up or setting down of tourists in the day-time. Such L/UL facilities can normally accommodate 60 tourist coaches but their availabilities are subject to competitive use by other motorists. Usually, L/UL facilities of about 30 tourist coaches can be available at one time (including the 9 coach parking spaces). However, at peak period, there can be a maximum of 50 tourist coaches call at Golden Bauhinia Plaza. The coach parking and L/UL facilities near Golden Bauhinia Plaza are thus considered inadequate to cope with the demand.</p> <p>Transport Department will explore measures to improve the coach L/UL facilities, and work with Police to strengthen enforcement actions.</p> |

| Location | Latest Situation |
|---------------------------------|--|
| 2. Central Ferry Piers | <p><u>Coach L/UL facilities are adequate</u></p> <p>There is a 30-metre lay-by (for all vehicles) outside Piers Nos. 2-3 and another 110-metre lay-by (for all vehicles) outside Piers Nos. 4-5 for L/UL activities. No coach L/UL problem is observed.</p> |
| 3. The Peak | <p><u>Coach parking and L/UL facilities are adequate</u></p> <p>There are 20 coach parking spaces and 2 lay-bys (for all vehicles) inside the Peak Galleria. No coach L/UL problem is observed.</p> |
| 4. Stubbs Road Lookout, Wanchai | <p><u>Coach L/UL facilities are under review</u></p> <p>There are 4 lay-bys (for all vehicles) outside the Lookout for L/UL activities from 4:00 pm to 10:00 pm daily. Maximum hourly arrival of tourist coaches may reach 140 coaches during evening peak periods. Assuming that each coach takes 1.5-2 minutes for loading or unloading, the 4 lay-bys should be marginally sufficient. As there would be no room for coaches or other vehicles to wait at the lay-bys, traffic wardens and police officers are deployed on site to regulate traffic every day.</p> <p>Highways Department has commissioned a consultancy study on improvements to coach L/UL facilities, and the study will be completed in late 2005. Government will examine the improvement proposals to increase coach L/UL facilities.</p> |
| 5. Repulse Bay | <p><u>Coach parking and L/UL facilities are adequate</u></p> <p>There are 9 coach parking spaces and 50-metre coach lay-bys at Beach Road, and 1 coach parking space at South Bay Road. No coach L/UL problem is observed.</p> |

| Location | Latest Situation |
|--|---|
| 6. Aberdeen Typhoon Shelter | <p><u>Coach parking and L/UL facilities are adequate</u></p> <p>There are 9 coach parking spaces at Broadview Court residential estate and 2 lay-bys (for all vehicles) opposite to Aberdeen Marina Club. No coach L/UL problem is observed.</p> |
| 7. Stanley Market | <p><u>Coach parking and L/UL facilities are adequate</u></p> <p>There are 4 coach parking spaces at Stanley Beach Road, 3 coach parking spaces at Stanley Mound Road and 8 coach loading/unloading spaces at Stanley Plaza. In December 2004, a coach lay-by was provided at Wong Ma Kok Road and another coach lay-by at Carmel Road for L/UL activities.</p> <p>In addition, the existing metered coach parking spaces at Stanley Mound Road and Stanley Beach Road have been converted from 2-hour meters to 1-hour meters to improve the turnover of these spaces since February 2005. No coach L/UL problem is observed.</p> |
| 8. Man Mo Temple and Cat Street Market, Sheung Wan | <p><u>Coach parking facilities are adequate</u></p> <p>There are 3 coach parking spaces at Hollywood Road, and 3 metered coach parking spaces at Lok Ku Street. No coach L/UL problem is observed.</p> |
| 9. Statue Square, Central | <p><u>Coach L/UL facilities are adequate</u></p> <p>There are 1 lay-by (for all vehicles) at Jackson Road and 2 lay-bys (for all vehicles) at Chater Road for coach L/UL activities. No coach L/UL problem is observed.</p> |

| Location | Latest Situation |
|---|--|
| (B) Kowloon | |
| <p>10. Middle Road/Hankow Road, Tsim Sha Tsui</p> | <p><u>Coach parking and L/UL facilities are adequate</u></p> <p>There are 4 coach parking spaces and 3 lay-bys (for all vehicles) at Hankow Road. With the cooperation of the tour operators and coach operators in splitting their time of arrival and using other places for assembling and L/UL activities, the traffic condition at this location is satisfactory.</p> <p>With the implementation of two traffic management schemes, namely Peking Road Gyratory Scheme and Salisbury Road Widening, in Tsim Sha Tsui since mid-2002, traffic flows entering the local streets like Peking Road have been reduced. As a result, usage of the kerbside L/UL bays along Middle Road and Hankow Road is found to be satisfactory.</p> |
| <p>11. Bristol Avenue, Tsim Sha Tsui</p> | <p><u>Coach parking and L/UL facilities are under review</u></p> <p>Works are being carried out by utility companies and the Urban Renewal Authority (URA) in the area. Only one traffic lane is available for the passage of vehicles and no stopping restriction has been imposed at all times on both sides. Coaches have to pick up/set down passengers at other places.</p> <p>Upon completion of the above works by mid 2006, 4 metered coach parking spaces will be designated at Bristol Avenue. In addition, 8 coach parking spaces will be provided within the URA development. The situation will be reviewed in due course.</p> |

| Location | Latest Situation |
|---|---|
| 12. Wong Tai Sin Temple | <p><u>Coach parking and L/UL facilities are adequate</u></p> <p>Parking spaces for coaches will be provided by 2007 within the Wong Tai Sin Temple Extension and Confucian Academy as long-term measures. In the meantime, a piece of vacant land adjacent to the proposed Wong Tai Sin Temple Extension is used for coach parking under a short-term tenancy. Coaches may also make use of the kerbside space along Wong Tai Sin Road for picking up or setting down passengers. The current situation is for the time being acceptable.</p> |
| 13. Bird Garden, Yuen Po Street, Mongkok | <p><u>Coach L/UL facilities are adequate</u></p> <p>There are 3 lay-bys (for all vehicles) at Flower Market Road, Sai Yee Street, and Prince Edward Road West between Yuen Po Street and Yuen Ngai Street. The 3 lay-bys together can provide about 17 spaces for coach L/UL activities. It is observed that the utilization rate of these lay-bys by coaches is low. No coach L/UL problem is observed.</p> |
| 14. Jade Market, Reclamation Street, Yau Ma Tei | <p><u>Coach parking and L/UL facilities are adequate</u></p> <p>There are 3 coach parking spaces at Canton Road (north of Saigon Street), 1 lay-by for coaches at Canton Road (south of Saigon Street), and 1 lay-by (for all vehicles) at Reclamation Street. With the co-operation of the tour operators and coach operators in scattering their time of arrival / departure, the traffic condition is satisfactory. No coach L/UL problem is observed.</p> |
| 15. Tsim Sha Tsui Waterfront | <p><u>Coach parking and L/UL facilities are under review</u></p> <p>Currently, the kerbside space along Salisbury Road westbound outside the Space Museum would allow only 2 to 3 coaches to pick up /set down passengers and the L/UL area outside Sogo can accommodate about 8 coaches at the same time. However, the demand for parking and L/UL</p> |

| Location | Latest Situation |
|---|--|
| | <p>facilities exceeds the current provision. Double parking and traffic queues are sometimes observed if traffic police is not present.</p> <p>In mid-August, a long coach lay-by for 10 coaches next to the Tsim Sha Tsui East promenade and New World Centre has been made partially available for use. Upon the completion of the footbridge foundation works in that vicinity by mid 2006, the coach lay-by can be fully used and the condition is expected to improve.</p> <p>In the long term, 4 coach lay-bys have been included in the proposal for the future Cultural Square at Salisbury Garden. In addition, 4 pick-up/set-down spaces will be provided along Salisbury Road westbound outside Cultural Centre upon the relocation of the Star Ferry Public Transport Interchange, which is tentatively scheduled for 2007-08.</p> |
| 16. Ladies' Market, Tung Choi Street, Mongkok | <p><u>Coach parking and L/UL facilities are adequate</u></p> <p>There are 10 coach parking spaces at Sai Yee Street and 1 lay-by (for all vehicles) along the southern kerbside of Soy Street. It is observed that tourists seldom access the location by coaches. No coach L/UL problem is observed.</p> |
| 17. Temple Street Market, Yaumatei | <p><u>Coach L/UL facilities are adequate</u></p> <p>There are 3 lay-bys (for all vehicles) at Reclamation Street between Tung Kun Street and Public Square Street; 1 lay-by (for all vehicles) at Wing Sing Lane; and 1 lay-by (for coaches) at Public Square Street between Temple Street and Shanghai Street. With the co-operation of the tour operators and coach operators in scattering their time of arrival / departure, the traffic condition is satisfactory. No coach L/UL problem is observed.</p> |

| Location | Latest Situation |
|--|--|
| 18. Dundas Street, Mongkok | <p><u>Coach L/UL facilities are adequate</u></p> <p>There are 2 lay-bys (for all vehicles) at Kwong Wa Street for coach L/UL activities. It is observed that tourists seldom access the location by coaches. No coach L/UL problem is observed.</p> |
| 19. KCR Hung Hom Station, Hung Hom | <p><u>Coach parking and L/UL facilities are adequate</u></p> <p>There are 8 coach parking spaces and 8 coach lay-bys at the open space next to the Hong Kong Coliseum; 2 lay-bys (for all vehicles) at podium level of KCR Hung Hom Station; and 6 coach lay-bys at podium level (easternmost bay) of KCR Hung Hom Station.</p> <p>No tail back from the coach parking and lay-by area has been observed. The coach lay-by at podium level (easternmost bay) is mostly vacant.</p> |
| 20. Hung Hom (Sheung Fung Street, San Ma Tau Street, Pak Tai Street and Kowloon City Road) | <p><u>Coach parking and L/UL facilities are adequate</u></p> <p>There are 4 coach parking spaces at Shun Fung Street; 10 coach parking spaces at San Ma Tau Street near Kowloon City Ferry Pier; 5 coach parking spaces at Pak Tai Street; 4 coach parking spaces at Kowloon City Road; and 1 lay-by for 2 coaches at Kwei Chow Street.</p> <p>With the co-operation of the tour operators and coach operators in scattering their pick up/set down locations and the assistance of traffic police in this area, the traffic condition is satisfactory. No coach L/UL problem is observed.</p> |

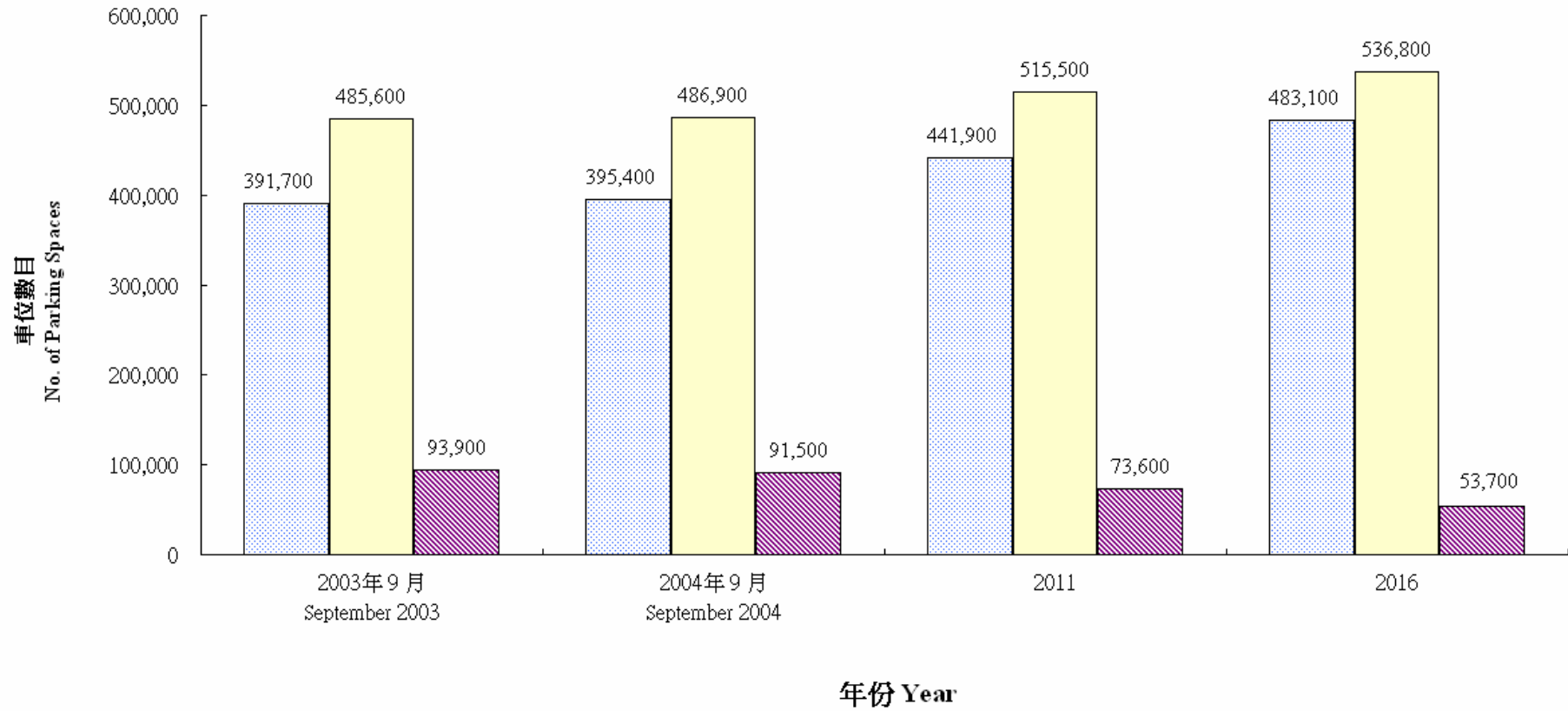
| Location | Latest Situation |
|---|--|
| 21. Lei Yue Mun | <p><u>Coach parking and L/UL facilities are adequate</u></p> <p>There are 5 coach parking spaces at Tung Yuen Street, 1 temporary coach lay-by at Shung Shun Street, one 30-metre coach lay-by and another 30-metre lay-by (for all vehicles) at Lei Yue Mun Path. Some 4 coach parking spaces are being planned at Shung Shun Street near the public pier. No coach L/UL problem is observed.</p> |
| 22. Hammer Hill Road in Diamond Hill (near Chi Lin Nunnery) | <p><u>Coach parking and L/UL facilities are under review</u></p> <p>There are 4 coach lay-bys at Sheung Yuen Street, 1 lay-by (for all vehicles) at Fung Tak Road, 8 coach loading spaces at Fung Tak Road and 2 loading spaces (for all vehicles) at Chi Lin Drive.</p> <p>16 coach parking spaces and 4 coach lay-bys are being planned within the Hammer Hill Road District Park in Diamond Hill.</p> |
| 23. Factory outlets at Dyer Avenue, Hung Hom | <p><u>Coach parking and L/UL facilities are under review</u></p> <p>There are 6 coach parking spaces along Dyer Avenue and one 80-metre lay-by (for all vehicles) along Hung Hom Road southbound outside Hutchison Park. The demand for coach parking and L/UL facilities exceeds the current provision. We are planning to convert 2 general lay-bys at Man Lok Street for use by coaches only from 7am to 7pm. These 2 lay-bys will accommodate about 7 coaches.</p> |

| Location | Latest Situation |
|---|--|
| (C) New Territories | |
| 24. Po Lin Monastery at (Buddha Statue), Lantau Island | <p><u>Coach parking and L/UL facilities are adequate</u></p> <p>A new public transport interchange cum car and coach park has been substantially completed. There are currently 11 parking spaces for coaches. In early 2006, there will be 19 coach parking spaces. There also will be a lay-by on Ngong Ping Road to accommodate 2 buses / coaches upon opening of the cable car terminal in early 2006.</p> |
| 25. Railway Museum at Tai Po Market near Yan Hing Street, Tai Po | <p><u>Coach L/UL facilities are adequate</u></p> <p>Yan Hing Street is not a busy street and provision has been made to allow only coaches to carry out L/UL activities at Yan Hing Street fronting the Museum. No coach L/UL problem is observed.</p> |
| 26. Memorial Monuments for Sai Kung Martyrs during World War II, Sai Kung | <p><u>Coach L/UL facilities are adequate</u></p> <p>A general lay-by (for all vehicles) has been provided on the access road leading to the Memorial Monuments. No coach L/UL problem is observed.</p> |
| 27. Lung Yuek Tau Heritage Trail, Sheung Shui | <p><u>Coach L/UL facilities are adequate</u></p> <p>There are 3 coach parking spaces at Sha Tau Kok Road near the entrance to the Trail. No coach L/UL problem is observed.</p> |
| 28. Wishing Tree at Lam Tsuen, Tai Po | <p><u>Coach parking and L/UL facilities are adequate</u></p> <p>40 spaces are temporarily provided at a nearby vacant Government land for coach L/UL purposes. Furthermore, Police will implement special traffic arrangement during Chinese New Year to facilitate L/UL of coaches. No coach L/UL problem is observed.</p> |

| Location | Latest Situation |
|--|--|
| 29. Sai Kung Town, Sai Kung | <p><u>Coach parking facilities are adequate</u></p> <p>A new short-term tenancy vehicle park with 200 spaces (including coach parking spaces) at town centre south near the police station was provided in October 2004. No coach L/UL problem is observed.</p> |
| 30. Tsim Bei Tsui at Lau Fau Shan, Yuen Long | <p><u>Coach parking facilities are adequate</u></p> <p>There are 20 coach parking spaces provided in a private car park in Tsim Bei Tsui. In addition, 8 coach parking spaces are also provided along Deep Bay Road. No coach L/UL problem is observed.</p> |
| 31. Wan Fau Sin Koon at Tin Shui Wai | <p><u>Coach parking facilities are adequate</u></p> <p>There are 4 coach laybys along Deep Bay Road for coach L/UL activities. In addition, two pieces of vacant land within the compound of Wan Fau Sin Koon can provide spaces to accommodate about 33 coaches. No coach L/UL problem is observed.</p> |

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



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

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

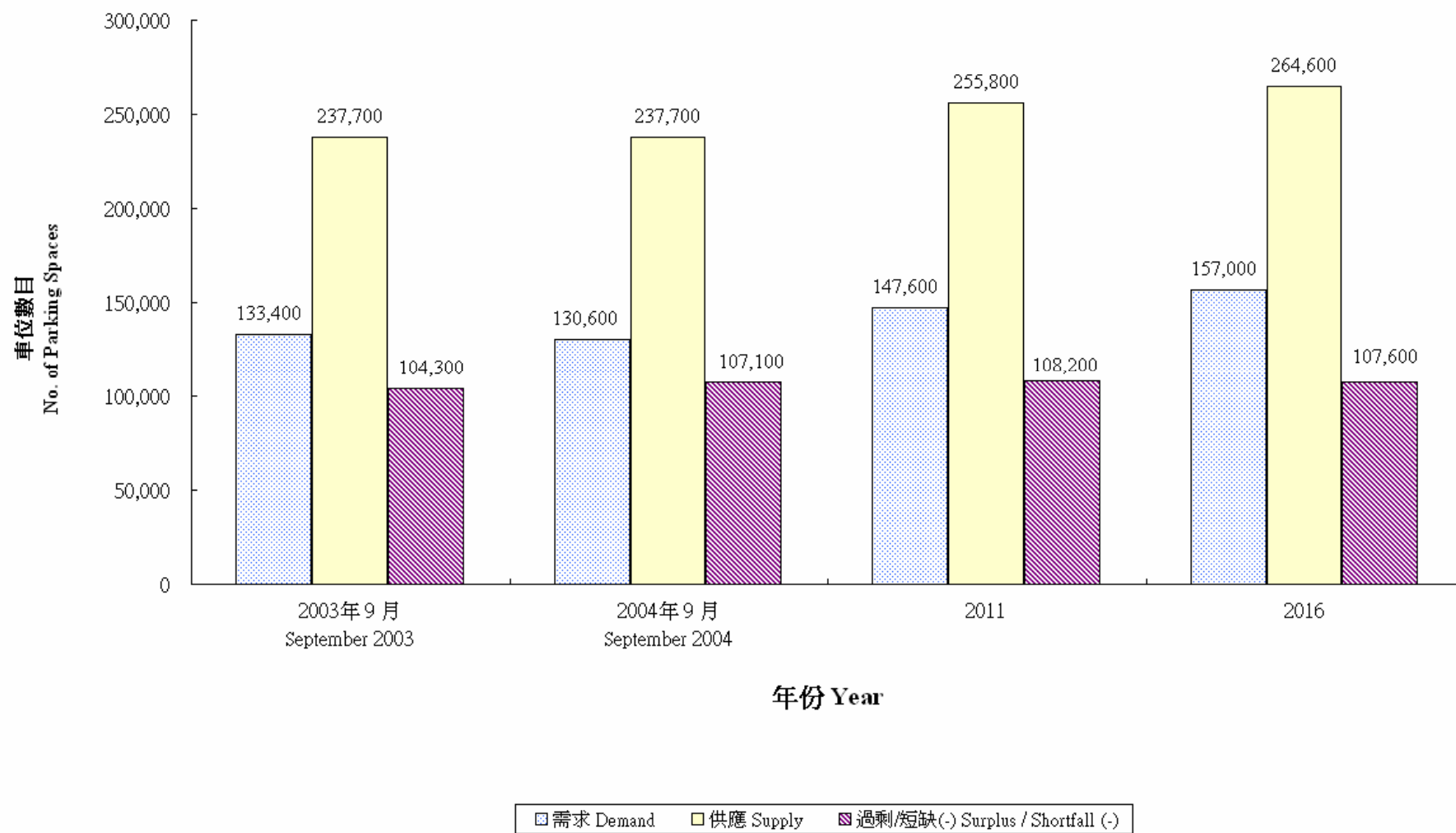
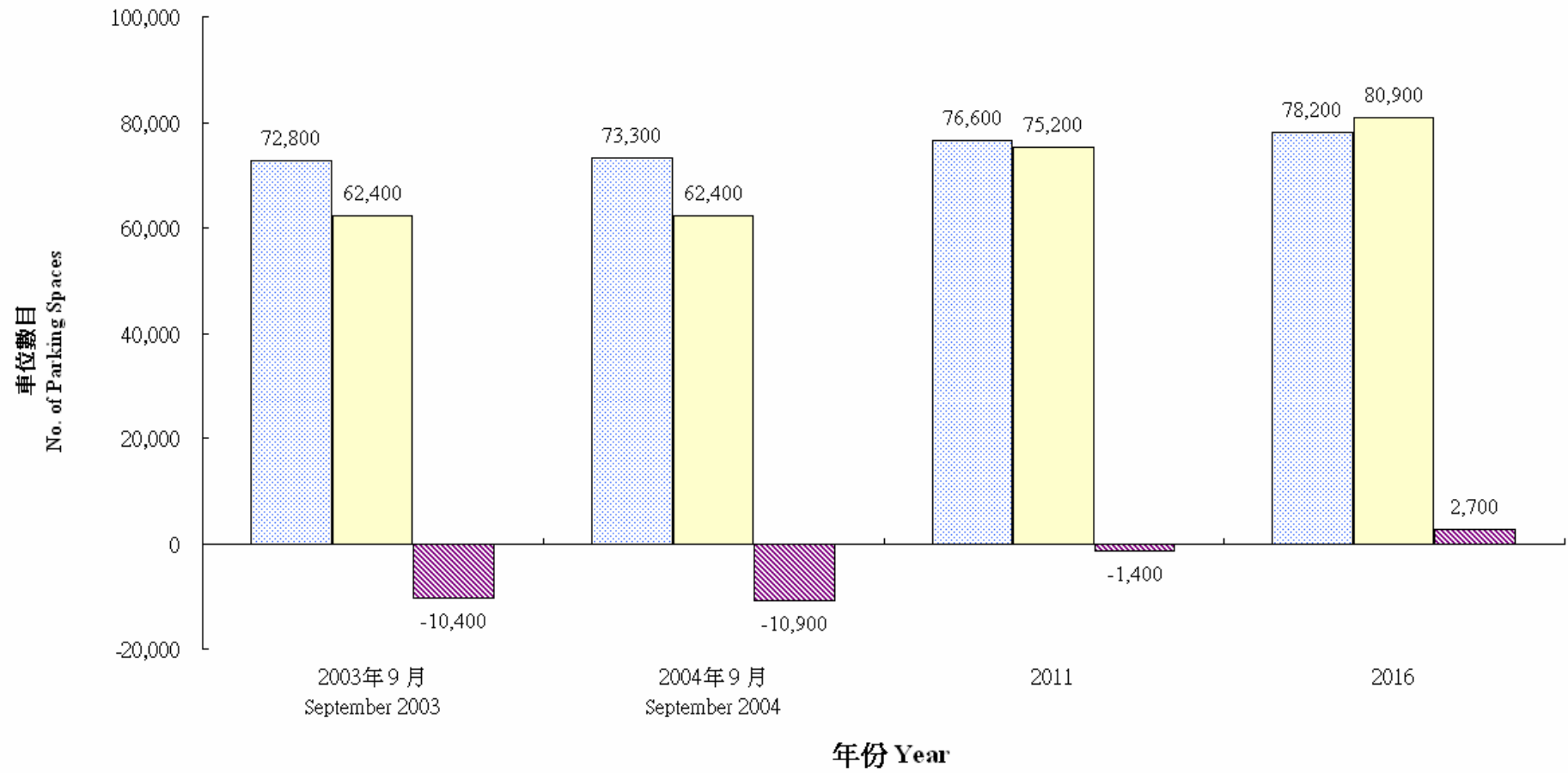


圖 3: 貨車泊車位供求情況 - 夜間

Figure 3: Demand and Supply Situation of Goods Vehicle Parking Spaces - Night-time



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

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

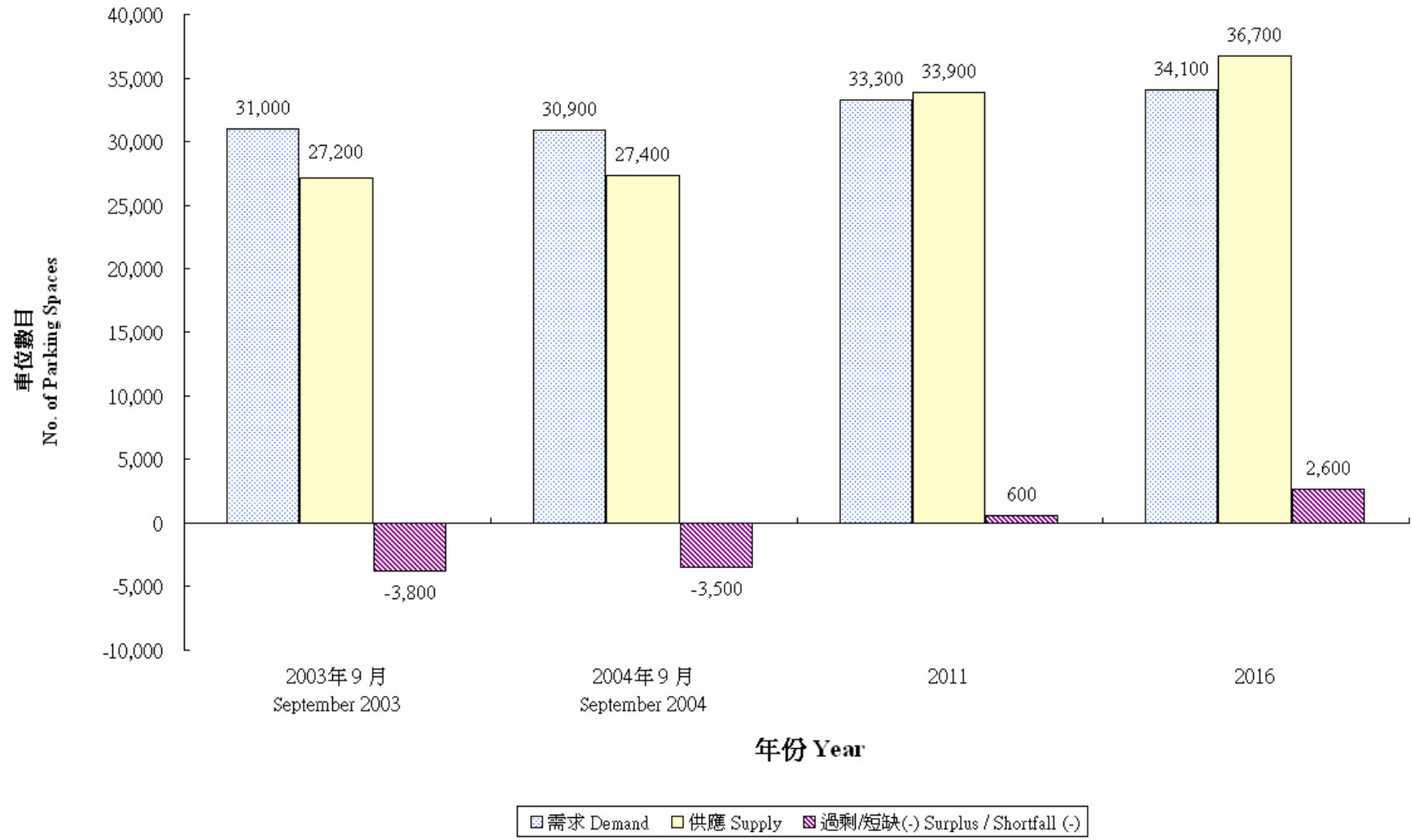
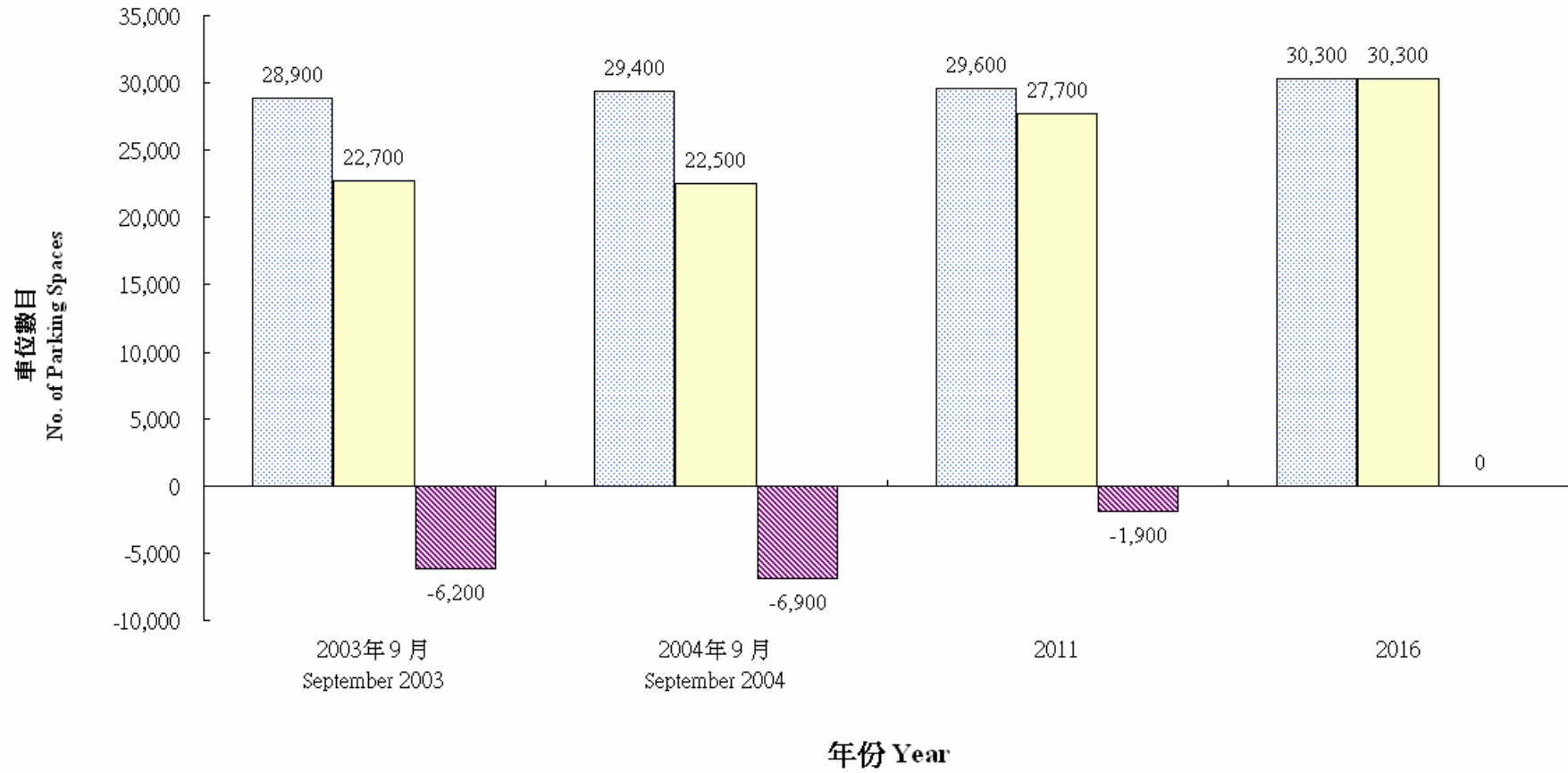


圖 5: 中/重型貨車泊車位供求情況 - 夜間

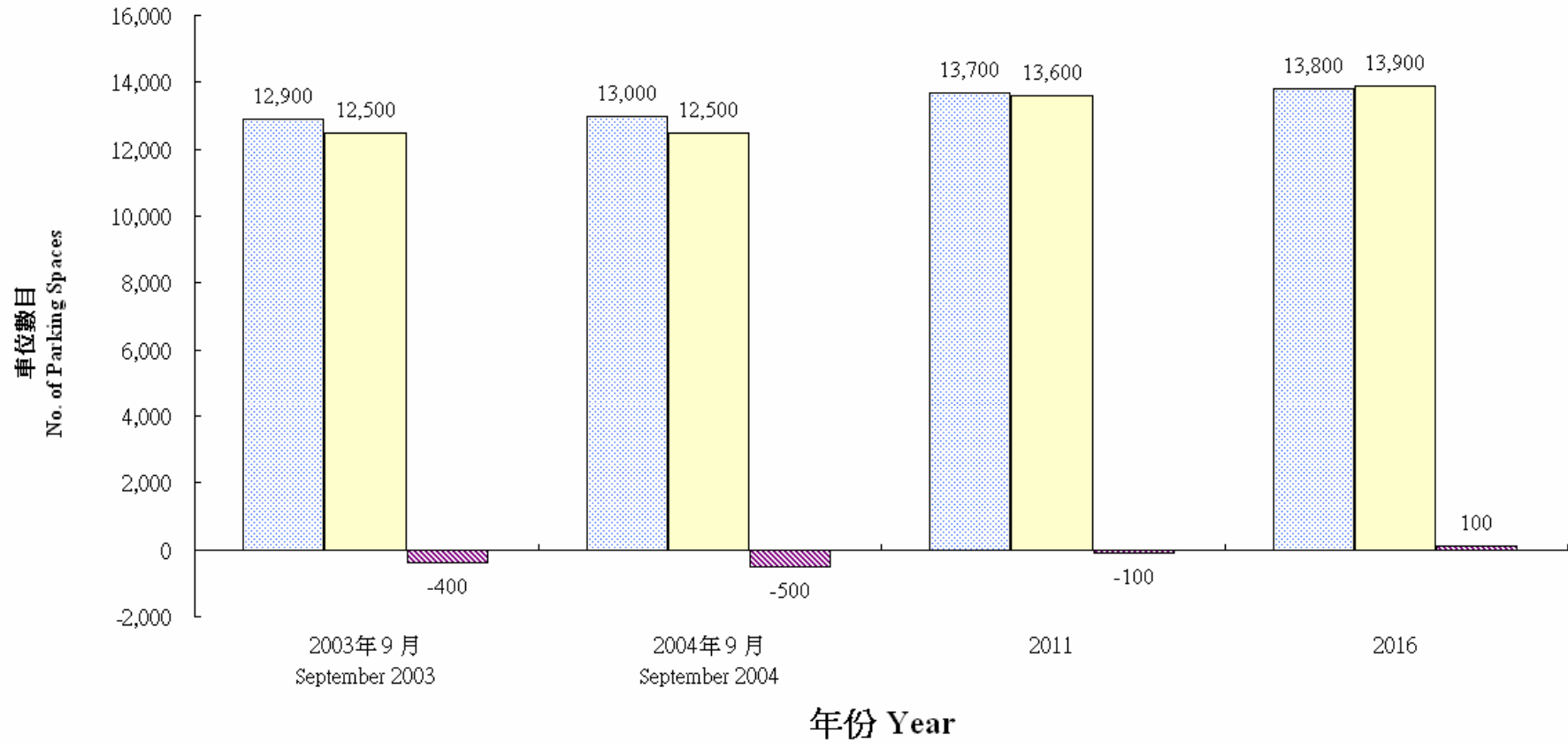
Figure 5: Demand and Supply Situation of Medium/Heavy Goods Vehicle Parking Spaces - Night-time



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

圖 6: 貨櫃車泊車位供求情況 - 夜間

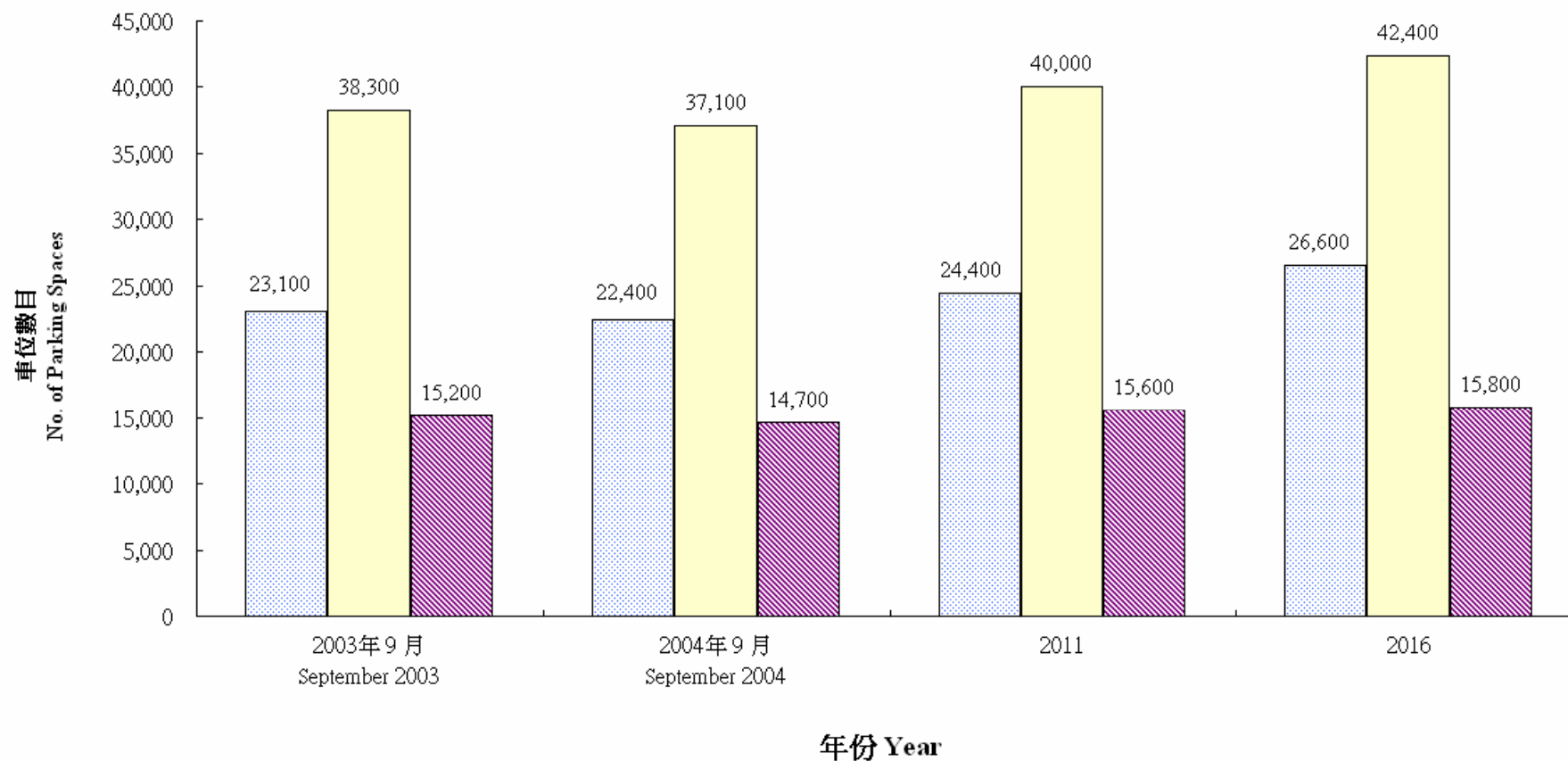
Figure 6: Demand and Supply Situation of Container Vehicle Parking Spaces - Night-time



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

圖 7: 貨車泊車位供求情況 - 日間

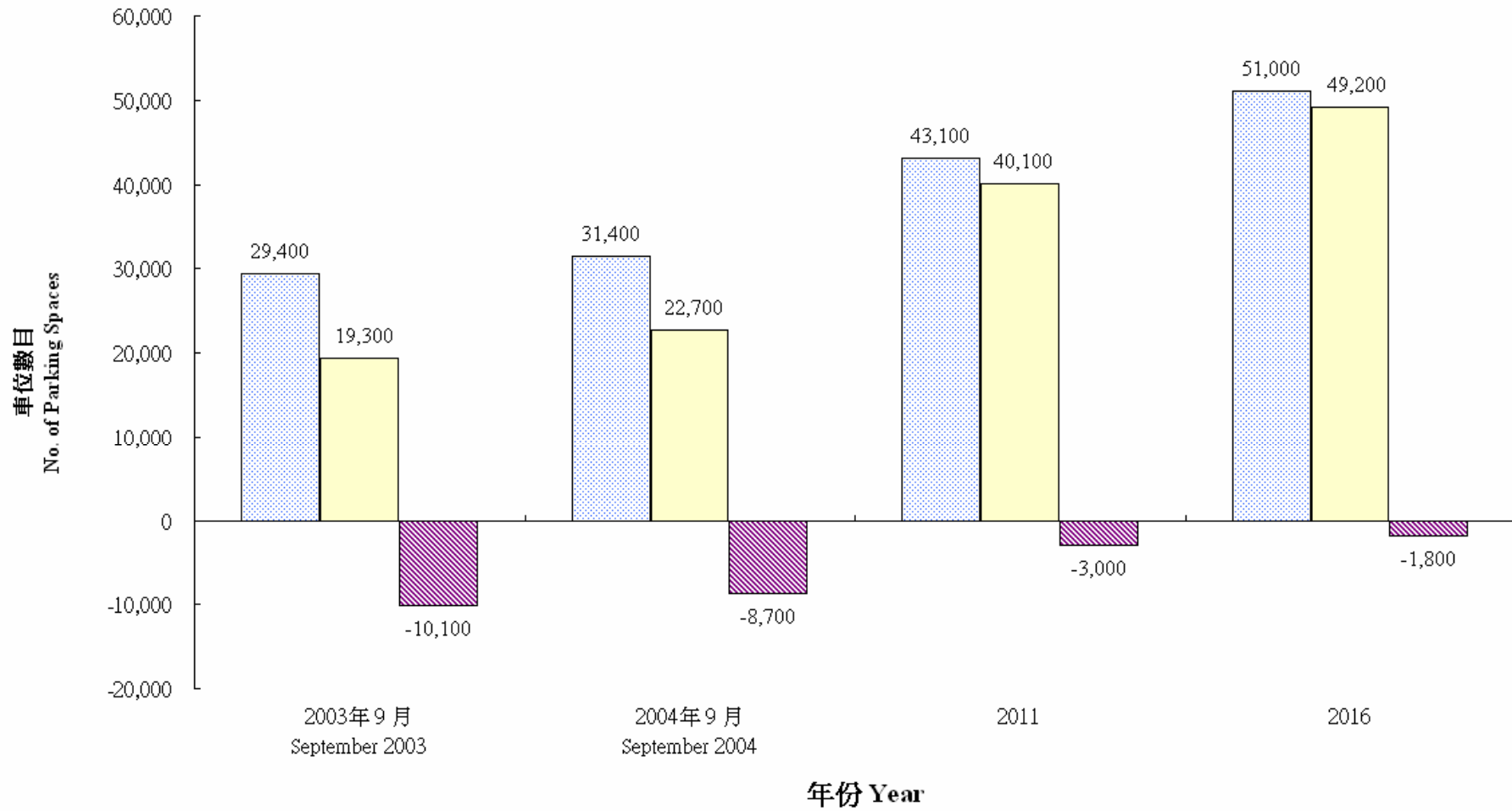
Figure 7: Demand and Supply Situation of Goods Vehicle Parking Spaces - Day-time



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

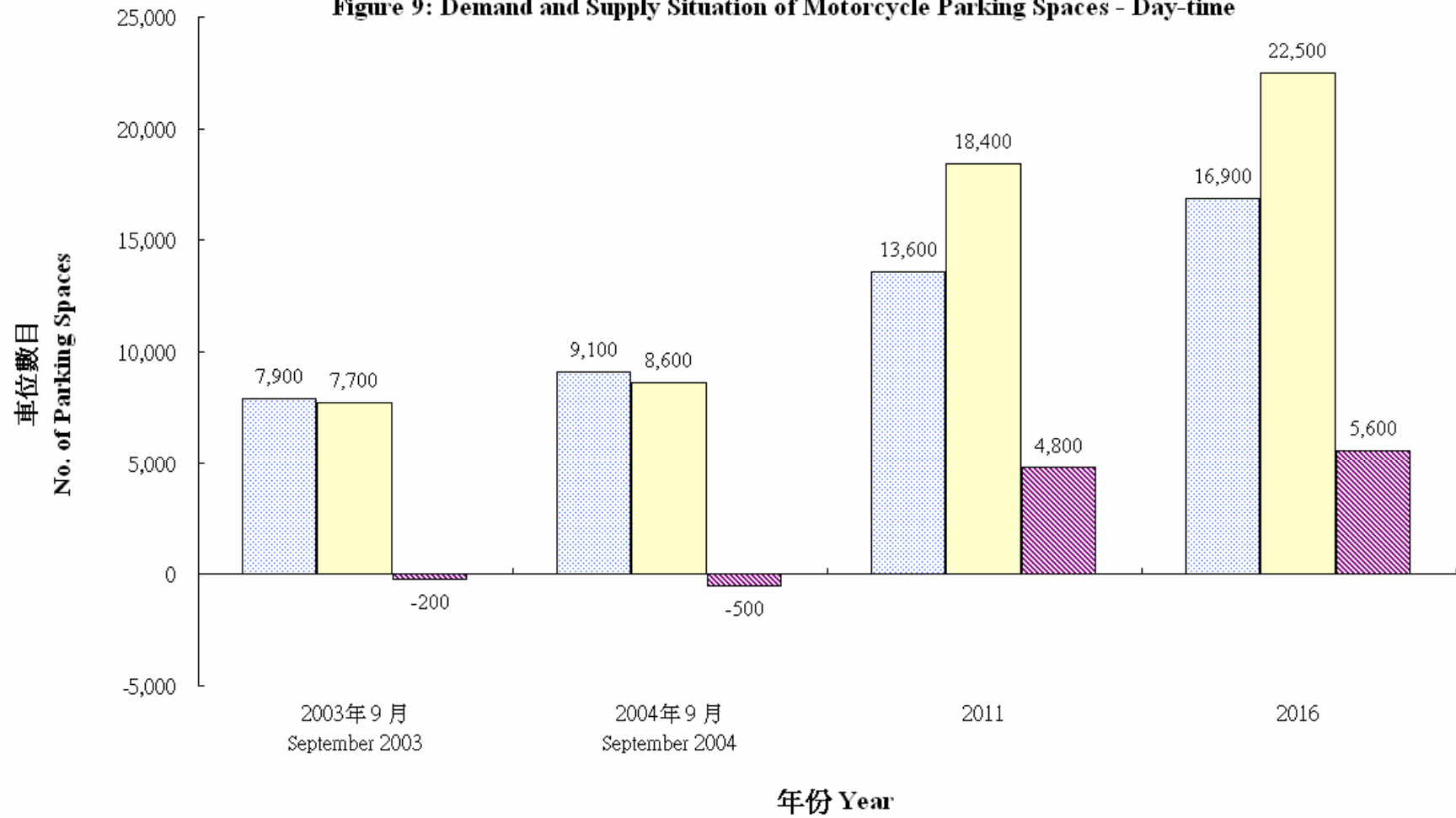
Figure 8: Demand and Supply Situation of Motorcycle Parking Spaces - Night-time



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

圖 9: 電單車泊車位供求情況 - 日間

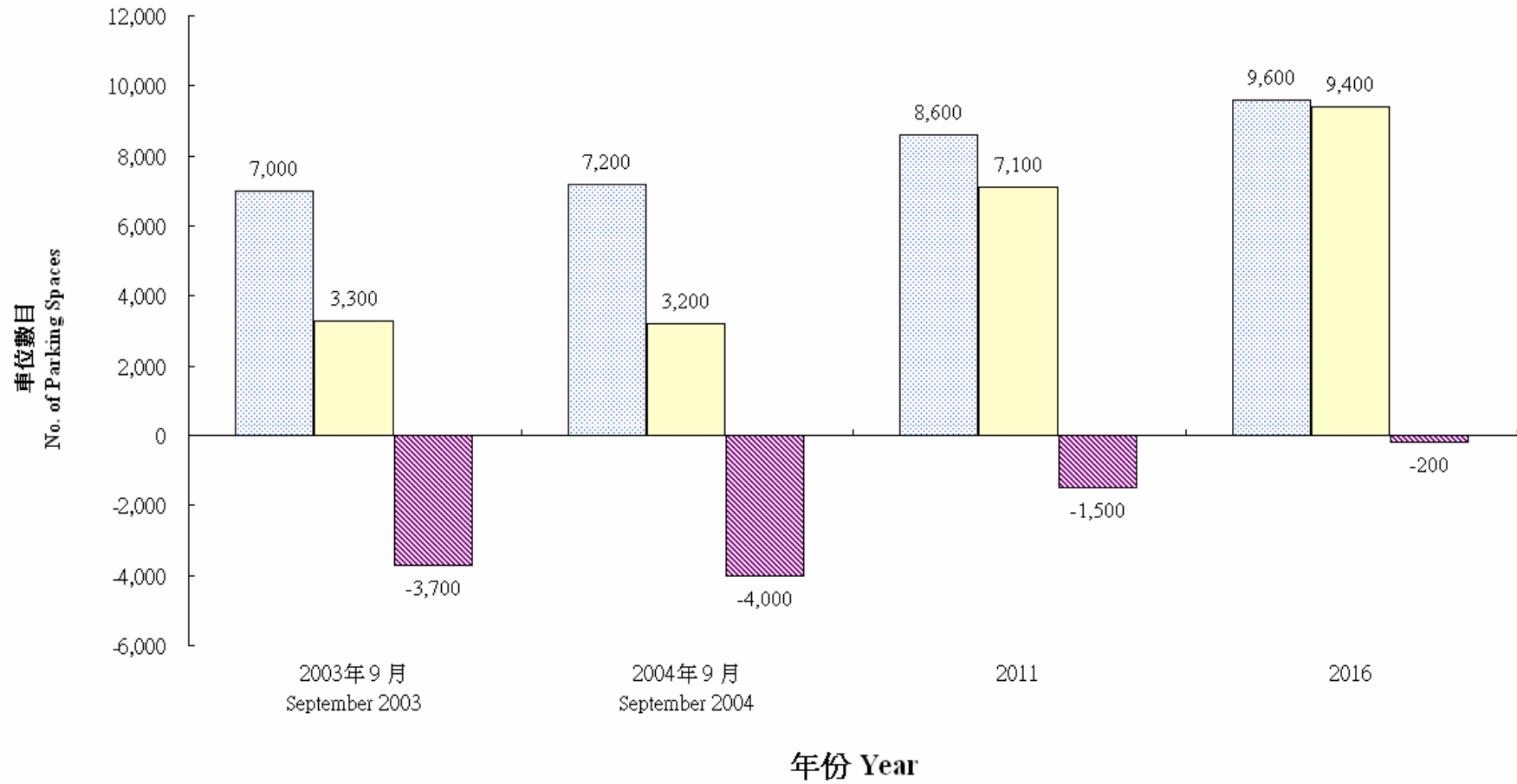
Figure 9: Demand and Supply Situation of Motorcycle Parking Spaces - Day-time



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

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



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