

STANLEY RESIDENTS CONCERN GROUP

7th Sept., 1998

Chair-person and Members,
Transport Panel,
Legislative Council,
Rm 505A Citi-bank Tower,
Garden Road,
Hong Kong.

Dear Sirs,

Re: Objection to Stanley Multi-storey Carpark and Link Road

The following account traces the events of the proposal to build a Multi-storey carpark and a link road cutting through Tai Tam Village.

July 1994: 4 storey public carpark (capacity 250) incorporating new expanded bus terminus and link road proposed on draft Outline Zone Plan (“OZP”)

May, 1995 As a result of objections from Stanley Residents Concern Group carpark and link road withdrawn because considered desirable to maintain unique character OF Stanley to attract tourists and the tranquillity of Tai Tam Village

June 1998 Further counter-objections from mainly shop-owners in 1998 resulted in Town Planning Board reversing its previous decision and re-instating carpark and link road in OZP.

Key Objection Issues-

- redevelopment of existing mostly wooded picturesque site to 4 storey carpark/bus terminus will destroy unique character of centre of Stanley, many old trees would be lost and environment/visual impact would be severe
- this would have a negative effect n the attractiveness of Stanley to tourists
- proposed Link Road (used only to provide access to carpark and not required on traffic capacity grounds) will required demolition of houses and land resumption and will be highly intrusive to Tai Tam Village area.

- there is not sufficient demand to justify the carpark (see below) and attracting additional traffic will create unacceptable traffic impact in Stanley and approach roads
- in any case a new 130 space public carpark is being built as part of the Ma Hang low cost housing and Murray House redevelopment, this will be very close to the pubs and restaurants and market area and will more than satisfy future parking demands.

SPB Transport Consultant's Findings:-

- Traffic Flow study in 1994 found slight decrease over preceding 5 years and 1998 study found further slight decline or little change in overall traffic level
- 1994 study estimated parking demand significantly lower than previous 1990 study. 1998 study found current parking demand generally lower than or similar to 1994
- there is NO parking problems on weekdays with only 60% space utilization
- Sunday (summer) demand is always likely to exceed practical supply, danger of larger carpark attracting more traffic overflowing from carpark causing long queues and congestion.
- There is no need for the Link Road on traffic management/operational grounds-generally acknowledged that Link Road is only proposed in order to provide suitable access to carpark

Other Issues:-

- Stanley Residents Concern Group have a petition of over 300 signatures objecting to carpark and link road
- there must be doubt over the commercial (build/operate) viability of the car park given that it is likely to be fairly empty 6 days a week. Tax-payer's money will be needed to subsidize such damaging and unjustified project
- Transport Dept.'s estimate of a "384 space parking shortfall" is highly unrealistic, our own study differs drastically and we would be prepared to challenge the Transport Dept.'s forecast.

The over-riding worry of Stanley's residents is that the carpark will cause drastic environmental damage to the attractive character of Stanley to the tourists and thus a long-termed irreversible decline in number of visitors. It will be too late for the shop owners to realize that the carpark they promoted will defeat their own aim of attracting more tourists who come to Stanley mainly by coaches and buses.

I urge Hon. Members to exercise your wisdom on long termed consideration of the above issue and turn down the proposed multi-storey carpark and Link Road in Stanley.

If you have any questions in respect of the above, please do not hesitate to contact the Group's Chairman at Rm 402 Prince Commercial Building, 150-152 Prince Edward Road West, Kowloon (Tel. 23804026 or 28132300).

Yours faithfully,

Dr Simon Wong J.P.
Chairman
Stanley Residents Concern Group

The Secretary
Town Planning Board
c/o Planning Department
13/F, Murray Building
Garden Road
Hong Kong

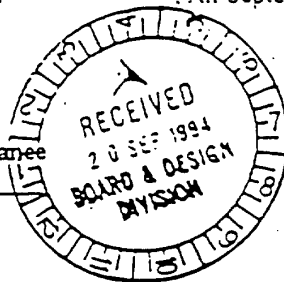
FOR PERSONS
CHAIRPERSON,
MEMBERS TRIPPORT
PANEL

ORIGINAL
SUBMISSION

19th September 1994

Dear Sir/Madam,

Objection Under Section 6(1) of The Town Planning Ordinance
to the Draft Stanley Outline Zoning Plan No. S/H19/3



1. INTRODUCTION

1.1 We, the Stanley Residents Concern Group (hereafter referred to as the "Group"), wish to lodge an Objection to the Draft Stanley Outline Zoning Plan (OZP) Number S/H19/3 under Section 6(1) of the Town Planning Ordinance. The Draft OZP was gazetted on 22nd July 1994.

1.2 The Objection is made with regard to Amendment Items B and C as depicted in Section 1 of the Schedule of Amendments to the Draft Stanley Outline Zoning Plan Number S/H19/3 (Renumbered from S/H19/2) and Attached Notes to the Draft Plan. The particulars of the Amendment Items are:-

Item B Incorporation of a proposed link road at Tai Tam Village and consequential adjustment of the zoning boundaries of "Government/Institution/Community" and Residential (Group C).

Item C Re-zoning of the Stanley bus terminal area from "Open Space", Residential (Group C), "Government/Institution/Community" and shown as "Road" to "Other Specified Uses" annotated "Multi-Storey Public Car Park to Include Bus Station".

Under "Remarks" for land designated "Other Specified Uses" annotated "Multi-Storey Public Car Park to Include Bus Terminus", no new building(s), and any addition, alteration and/or modification to the existing building(s) should result in a total development or redevelopment in excess of a maximum of 4 storeys and a height of 15 metres. Minor relaxation of the restrictions, based on the merits of individual development or redevelopment proposal, may be considered by the Town Planning Board on application under Section 16 of the Town Planning Ordinance.

1.3 In this Objection Statement, the nature of and justifications for the Objection are stated and the remedies sought are put forward. The location of the Objection Site in relation to the Draft OZP and the relevant Statutory Notes are attached at the front of the Statement for ease of reference.

1.4 A copy of a traffic review study report dated August 1994 prepared by SPB HK Ltd for the Group is attached as Appendix I to this letter and is referred to in the text.

- 1 -

faxed to CPC/414 on 27.9.94

2. BACKGROUND

2.1 Site Location. Existing and Surrounding Land Uses

The Objection Site comprises the current Stanley Bus Terminus and a strip of land abutting to the east, which is shown as a link road between Stanley Link Road and Hoi Fung Path on the Draft Outline Zoning Plan Number S/H19/4. The Bus Terminus is located at the intersection of Stanley Beach Road and Stanley Village Road. There is a small children's playground adjacent to the northeast of the Bus Terminus. Abutting to the southeast is the Stanley Police Station and St Anne's Catholic Church and Saint Teresa's School. Further east is the Tai Tam Village and Stanley Main Beach. Across from the Bus Terminus on the west side of Stanley Village Road is the Stanley Playground, the Carmelite Convent and, on the northwest side of Stanley Beach Road, low rise residential developments. The old Stanley Post Office and the old Stanley Police Station recently restored lie on the opposite side of Stanley Village road to the south of the bus station.

2.2 Existing Road Network and Traffic Volumes

2.2.1 The main access to Stanley is Stanley Gap Road which extends to Tai Tam Road to the east and Repulse Bay Road to the west. Stanley Village Road and Chung Hom Kok Road serve the developments in the Stanley Peninsula and the Chung Hom Kok area. These are supported by a network of local distributors and subsidiary roads for local access purposes. Figure I in the Traffic assessment attached at Appendix I. is a simplified illustration of the road network. Stanley Village Road provides the main route through the northern section of the village, while Stanley Beach Road provides an alternative southbound route. These two roads join again at the junction of Stanley Main Street. Beyond this point Stanley Village Road continues, providing access to Tung Wan Road, which leads to Stanley Prison, and Wong Ma Kok Road, which leads to St Stephen's Beach and Stanley Fort.

2.2.2 Traffic surveys conducted in August 1994, on behalf of the Group, confirmed the results of a comprehensive traffic study of Stanley carried out in 1990 by MVA Asia, on behalf of the Hong Kong Government. Traffic volumes are generally highest during the afternoons and Sunday afternoon is normally the heaviest time. Comparing the results of the 1990 and 1994 surveys, it was found that there has been little change in traffic levels.

2.2.3 Traffic generation to and from Stanley consists of through traffic to Tung Tau Wan Road and Wong Ma Kok Road; residents of Stanley (Tai Tam) Village; and tourists visiting the market, main beach and restaurants/bars located around the market area and along Stanley Main Street. Traffic surveys indicate through traffic volumes to be between 200-300 pcu on a weekday afternoon and 300-400 pcu on a Sunday afternoon. These figures are not considered high as there is sufficient road capacity to accommodate this volume of traffic.

2.3 Current Parking Provisions

2.3.1 Most of the existing supply of car parking facilities is on-street (see Figure 3 of Appendix I attached). There are two small parking lots on Stanley Beach Road, one of which abuts the Objection Site. Meters have recently been installed in all public parking areas in Stanley. The total number of metered parking spaces is 133. About 20 additional meters will be installed.

2.4 Parking Demand

2.4.1 Two parking surveys were undertaken in August 1994. One was conducted on a Sunday and the other on a weekday (see Appendix I for details). Both days were dry and sunny. Parking demand was found to be substantially lower than that estimated from the 1990 comprehensive traffic study. There were spare parking meters throughout the day on the weekday and the total number of cars parked (including those at non-metered spaces) peaked at only 141. As expected, the demand for parking on the Sunday exceed supply, but the problem appeared much less severe than in 1988/89. The parking demand based on the results of the 1990 and 1994 surveys is estimated as follows:-

Overnight demand	80-90 spaces
Weekday peak demand	140 spaces
Sunday peak demand	270 spaces

2.4.2 The decrease in the number of cars parked between 1988/89 and 1994 is largely due to the installation of parking meters. While parking was all unofficial (without meters) in 1988/89, it is now only legal to park in metered spaces. In addition, the much improved air-conditioned bus services to Stanley (CMB Route 260 coach, Citybus Routes 6 and 6A) have offered an attractive alternative mode of transport to the public.

2.4.3 As a result, the “demand” for car travel and parking is becoming more “elastic”. While car ownership in Hong Kong today is significantly higher than in 1988/89, the public’s attitude toward using their own cars have changed. It is evident in urban areas that instead of driving private cars to a place where there is a shortage of parking spaces, people would rather use convenient public transport or choose an alternative destination or time. Since the purpose of visiting Stanley is generally for recreation or leisure shopping, there is a high degree of flexibility in choosing the mode of transport. Consequently, the elasticity of demand for parking is much enhanced. In this regard, the provision of additional parking may have a reverse effect by attracting more cars to the area. -

2.4.4 It should be noted that the provision of a multi-storey car park over the bus station was not included in the traffic recommendations made by the 1990 MVA traffic survey.

2.5 Planning Policies and Intentions

2.5.1 In the superseded Draft Stanley Outline Zoning Plan Number S/H19/3, the Objection site (including the Bus Terminus and the proposed link road) was zoned “Open Space (O)”, “Residential (Group C)” and “Government/Institution/Community”. There was no control on development intensity. Amenity area, Bus Stop or Layby and Open Space were permitted in all zones on the Draft Plan.

2.5.2 In the new Draft Stanley Outline Zoning Plan Number S/H19/4, the Objection site is rezoned to “Other Specified Uses” annotated “Multi-Storey Public Car Park to Include Bus Terminus” and a proposed road linking Stanley Beach Road and Hoi Fung Path. According to the Statutory Notes (Remarks) attached to the “Other Specified Uses” annotated “Multi-storey Public Car Park to Include Bus Terminus”. no new building(s), and any addition, alteration and/or modification to the existing building(s) should result in a total development or redevelopment in

excess of a maximum and a height of 15 meters.

2.5.3 The intent of the Draft Outline Zoning Plan is to establish broad land use zoning and major road networks so that development and redevelopment in the planning scheme area can be controlled by statute with a view to promote the health, safety, convenience and general welfare of the community. The main objectives of the Draft Stanley Outline Zoning Plan as outlined in the non-statutory Explanatory Statement attached to the Plan, are as follows:-

- (a) to reinforce the existing attraction of Stanley as a residential, recreational and shopping area;
- (b) to conserve the natural landscape, the existing character, historical buildings and temples in Stanley;
- (c) to improve the living environment and to provide public housing for the squatter population in Ma Hang Village;
- (d) to improve pedestrian and vehicular circulation; and
- (e) to enhance the recreational potential of beaches and other unique sites.

It is also emphasized in the Draft Plan that the Town Planning Board's intention is to keep developments in Stanley low-rise (around 3 storeys) in order to preserve the existing character of the area.

3. THE NATURE AND REASONS FOR THE OBJECTION

3.1 Introduction

The Objection is made specifically to:-

- 1) the rezoning of the existing Bus Terminus to a Multi-level Car Park including a Bus Terminus; and
- 2) the incorporation of a proposed link road from Stanley Link Road to Hoi Fung Path at Tai Tam Village.

The grounds for the Objection are based on adverse traffic impacts and implications for the achievement of the stated planning intentions.

3.2 Conflicting Implications Arising from the Proposed Multi-Level Car Park

Parking Demand Becoming Increasingly Elastic

3.2.1 As mentioned in Section 2.4, parking demand in Stanley today is considerably lower than was estimated in 1988/89. This is thought to be due to the installation of parking meters, the stricter policing of illegal parking, and major improvements in the level and quality of public bus services to Stanley. These factors have enhanced the "elasticity" of parking demand. The demand for weekend parking in Stanley will depend largely on people's perception of the likelihood of being able to park. With the continuous increase in car ownership, it is estimated that the "suppressed" demand for parking (as determined by people's level of elasticity) on Sunday would always exceed whatever parking provision can reasonably be

provided. Such phenomenon is evident in many other similar places in Hong Kong such as the Peak, Repulse Bay, etc. which are all major weekend attractions for both local residents and tourists. Although the provision of extra parking will provide an alternative choice of transport to the public, there is also the risk of not solving the weekend parking problem and yet providing an over-supply on weekdays. A related point of concern in this regard is that of current Government policy to privatise the construction and operation of car parks. If the car park in this location is not viable from a commercial operator's point of view there is the danger that it will need additional commercial development to sustain it. This would clearly not be in the interests of maintaining the commercial viability of the main Stanley Market development.

Inconsistent With Government's Policy to Promote the use of Public Transport

3.2.2 The increasing use of public transport to Stanley reflects the success of Government's policy to promote the use of public transport wherever possible. It was suggested earlier that the high standard of franchised bus service provided has contributed to the apparent drop in demand for car usage in Stanley since 1989. The continued promotion and encouragement of the use of public transport is a long term solution to resolve the weekend parking problem in Stanley. This would become more effective if people are aware that car parking is limited and that a high quality public transport alternative is available. The provision of more parking spaces would defeat Government's policy of promoting the use of public transport.

Shift In the Focal Area of Stanley

3.2.3 The new Ma Hang commercial development will lead to a shift in the focal area of Stanley, centred along Stanley Main Street with the market at one end, new commercial development at the other, and an attractive waterfront road in between with many restaurants and bars. The new development, which is easily accessible via Stanley Village Road and Carmel Road, will provide for a public transport terminus, coach parking and car parking. It is estimated that 115 parking spaces in the development will be for use by shoppers and visitors. Compared with the parking demand estimates presented in Section 2.4.1, it can be seen that the already planned for parking provision at the Ma Hang commercial development will be more than sufficient for weekday demand. The proposed Multi-Level Car Park on the Objection Site would provide approximately 200 parking spaces. Based on current parking trends, a new provision of 200 spaces would be redundant on weekdays while simulating a reversal of the recent trend towards use of public transport on the weekends.

Pedestrian/Vehicular Corridors

3.2.4 The bus terminus will remain the focal point for public transport and thus pedestrian activity. The proposed pedestrian subway from the bus station to Stanley New Street under Stanley Village Road is seen as important in segregating the traffic and pedestrian activities in this area. It will effectively link the market and main beach and Tai Tam areas, via the bus terminus, as a pedestrian dominated corridor. The traffic corridor of Village Road remains well segregated. Thus in order to make the most of this situation, it follows that the role of Stanley Beach Road as a traffic route should be discouraged as far as possible.

3.2.5 Figure 5 in Appendix I illustrates the consequence of this strategy. One can

envisage an attractive pedestrian dominated corridor all the way from Stanley main beach, via the bus terminus and new subway through the market. Stanley Main Street and linking with the new Ma Hang promenade, shops and other amenities. Access traffic will of course be present on these roads, but by discouraging the traffic as far as possible, it is clear that a very pleasant pedestrian environment can be created. Meanwhile, the main traffic corridors of Stanley Village Road and Carmel Road remain fairly well segregated from the pedestrian areas

Stimulate A Higher Volume of Traffic

- 3.2.6 The proposed Multi-Level Car Park on the Objection Site would likely be a major traffic generator in Stanley, particularly on a Sunday. This would add considerable pressure to Stanley Beach Road and the area around the Objection Site, which is precisely where the proposed pedestrian corridor (paragraph 2.6.2 refers) is located. In addition, the proposed Car Park would be rapidly filled to capacity on Sundays. The large amount of traffic circulating the streets would impose a safety concern to pedestrians.

3.3 Need for the Proposed Link Road Not Justified

Sufficient Road Capacity

- 3.3.1 Results of the Traffic Surveys conducted in August 1994 indicate there are no major traffic capacity problems within Stanley Village (paragraphs 2.2.2 and 2.2.3 of Appendix refer), and none are anticipated in the medium term future. The traffic capacity in the vicinity of the proposed link road is neither a current nor anticipated future problem. A realistic problem experienced by residents living in and around Tai Tam Village is the traffic/pedestrian interface between through traffic on Stanley Village Road and pedestrians crossing between the Bus Terminus and the market. The proposed link road will likely exacerbate this problem by creating more traffic whereas the proposed pedestrian subway (paragraph 2.6.2 refers) will be an effective resolution to the traffic/pedestrian conflict. The proposed link road will not cater for any traffic movements not already presently catered for. Any traffic going to Tung Tau Wan Road will use Stanley Village Road rather than Stanley Beach Road. In short, the road serves no purposes other than to provide access to the proposed multi-storey car park.

Deletion of the Link Road supported by the Transport Department

- 3.3.2 There is no need on traffic capacity or traffic management grounds to construct the proposed link road between Stanley Beach Road and Hoi Fung Path. In deed, it was recommended in the 1990 Report that this proposed link road be deleted from the Outline Development Plan. This recommendation was also supported by Transport Department, who see no major traffic benefit in the provision of the link road (refer to MVA Traffic Review, July 1994).

3.4 Deterioration of Pedestrian and Vehicular Circulation

- 3.4.1 The present pedestrian and vehicular circulation around the Bus Terminus is at optimal levels. Both Stanley Link Road and Hoi Fung Path are currently cul-de-sacs which prevent excessive vehicular traffic into the abutting residential area while allowing for a pleasant and safe pedestrian movement. The proposed road link between the two cul-de-sacs and a multi-level car park would encourage more traffic to enter the road system thereby creating congestion and traffic/pedestrian

interface problem around the Bus Terminus, St Anne's Church and Stanley Police Station. Instead of accomplishing the planning objective to "improve pedestrian and vehicular circulation", the proposals would in reality create additional points of pedestrian/traffic conflict in the area, specifically at critical times on weekends and holidays.

3.5 Unnecessary Expenditure of Public Funds

3.5.1 As mentioned earlier in the Statement (paragraphs 2.2.2 and 2.2.3 refer), there is no need to increase road capacity in this part of Stanley. The construction of the link road would therefore be redundant and a waste of public funds which could be more efficiently used on other public services. In addition, construction of the link road will require the resumption of existing private lots (a further expense to public funds), causing unnecessary disruption to the local community. In addition, the current proposals have removed a potential low density residential sale site from Hoi Fung Path which could have realised Government substantial revenue and additional luxury residential housing units which are currently in such short supply.

3.6 Adverse Impact on Conserving the Character of Stanley

Tai Tam Village is a unique Semi-rural enclave in a developed urban area

3.6.1 An essential part of the existing attraction of Stanley to local residents visitors alike is its uniqueness in conserving a pleasant pedestrian oriented village environment amidst the rapid rate of urbanization in other parts of the Territory. The expected dramatic increase in vehicular traffic generated from the proposed link road and multi-level car park would destroy the character of the Tai Tam Village.

A Multi-Level car park is incompatible in scale and appearance with surrounding uses

3.6.2 A multi-level car park is generally a utilitarian building designed to be functionally efficient and cost effective. In this regard, it is inevitable that the 4 storey building would not be in keeping with the existing low density residential character of Stanley. Irrespective of any "design guidelines" that may be imposed within lease conditions, it is impractical and impossible to build a small scale and environmentally sensitive multi-storey car park for 200 cars over a bus terminus on the Objection Site. Moreover, the location of such a building at the "gateway to Stanley" and at the heart of a highly visible and sensitive area is in conflict with the planning objective to conserve the existing character of Stanley.

3.7 Loss of Attraction as a residential, recreational and tourist area

3.7.1 The creation of a connecting road between Stanley Link Road and Hoi Fung Path for vehicular traffic and the construction of a multi-storey car park next to Tai Tam Village would significantly increase the number of vehicles in this central area of Stanley thereby eliminating the current safety enjoyed by residents, pedestrians and children within Tai Tam Village. This will result in a reduction in the quality of life for both residents and visitors alike. Not only will the living environment be adversely affected, but the attractiveness to visitors who come to Stanley for recreation and shopping will be much reduced. The proposed link road and multi-storey car park will hence work against the planning objective "to reinforce the existing attraction of Stanley as a residential, recreational and

shopping area

- 3.7.2 The existing children's playground adjacent to the Bus Terminus will be removed for the proposed development and has not been reprovisioned elsewhere in the plan. These facilities are enclosed in a safely walled and enclosed location with considerable shelter and shade afforded by surrounding vegetation. As a result, the facilities are popular and well utilised both by visitors and residents alike.

3.8 Environmental Concerns

Natural Landscape

- 3.8.1 The existing trees and greenery around the Bus Terminus and the abutting children's playground will be removed entirely for the development of the multi-level car park and proposed link road. The loss of many mature trees which serve to offer a pleasant welcoming entrance to Stanley is undesirable and is directly contrary to the planning objective to "conserve the natural landscape of Stanley". Due to the difference in ground elevation between the Bus Terminus, Hoi Fung Path and the Stanley Police Station, extensive retaining wall structures will be required to support the Stanley Police Station. These structures will increase construction costs of the car park building and require the removal of a substantial number of mature trees including mature banyan trees which we understand have particular fung shui connotations.

Visual Impact

- 3.8.2 The inherent architectural characteristics of the multi-level car park in terms of height, bulk and building mass will likely become an eye-sore in the heart of Stanley. The visual impact of such a concrete structure will be detrimental in maintaining the presently pleasing and attractive environment. In order to provide for double decker buses in a bus terminus under the car park building the ground floor of the building will require a clearance of at least 8m. This will mean that 3 floors of parking will have to be accommodated in the 7m remaining from the overall height limit of 15m. The average clearance per floor for private car park is about 3m and no doubt there will be need for some kind of parapet. As such, the proposed structure will likely exceed the height limit. Access ramps to upper parking floors will also be of considerable length as a result of the clearance requirement for the bus terminus.

Pedestrian/Traffic Interface

- 3.8.3 The proposed link road and multi-level car park will significantly increase the extent of pedestrian/traffic interface in an environmentally sensitive area largely consisting of residential and recreational uses. See Figure 5 in Appendix I.

3.9 Conclusion

- 3.9.1 It is the intent of the Draft Stanley Outline Zoning Plan (OZP) Number S/H19/4 to reinforce the ability of Stanley to function in its triple role as an attractive residential area, a recreational centre and a local/international tourist destination. The proposed link road and multi-level car park proposed in the Draft OZP do not assist in achieving these purposes, are in conflict with the stated planning intentions and would create undue and undesirable impacts to the residents of Stanley.

4. PROPOSED ALTERATIONS TO THE DRAFT STANLEY OUTLINE ZONING PLAN NUMBER S/H19/4

4.1 Introduction

4.1.1 In light of the points raised in Sections 2 and 3 of this Statement, it is considered that the “Incorporation of a proposed link road at Tai Tam Village and consequential adjustment of the zoning boundaries of Government/Institution/Community and Residential (Group C)” and “Rezoning of the Stanley bus terminal area from “Open Space”, “Residential (Group C)”, “Government/Institution/Community” and shown as “Road” to “Other Specified Uses” annotated “Multi-Storey Public Car Park to Include Bus Station” are unnecessary and inappropriate. We are prepared to withdraw our Objection provided the Town Planning Board agrees to the following alterations to the Draft Plan:-

4.2 Proposed Alterations

Revert to the zonings on the previous superseded Draft Stanley Outline Zoning Plan Number S/H19/2

4.2.1 It is proposed that the proposed zonings and land uses for the Objection Site on the Draft Stanley Outline Zoning Plan Number S/H19/4 be replaced with the previous zonings and zoning boundaries on the superseded Stanley Outline Zoning Plan Number S/H19/2.

Alternative Car Park Locations

4.2.2 In the event that the Board is of the opinion that additional car parking is still required. 3 alternative sites have been identified for the Board’s consideration. These potential sites are suggested by the Residents who have a much better knowledge of the area, although we acknowledge that no investigations have been undertaken of the land status and construction feasibility of these locations.

Alternative 1

Ma Hang Development. The new Ma Hang commercial development which will provide around 115 parking spaces for shoppers and district users has not been constructed. It would be economically practical to incorporate a larger parking facility at this convenient location.

In view of the fact that planning of the Ma Hang development is currently on going, it is important that steps are taken in this area as soon as possible to prevent the opportunity for this alternative solution disappearing because of construction.

Alternative 2

Ma Hang Prison. The Prison which is located off to the west of Stanley Village Road is to be relocated. The land would likely be redeveloped and a car parking area could be considered in conjunction with other land uses. This would be of special relevance to parking for beach users who would have easy direct access to Stanley main beach down Stanley Mound Road.

Alternative 3

Parking meters on Village Road. The significant effect that the recently introduced parking meters has had on the use of existing parking spaces suggests that this means of control should be further investigated and extended to other areas of Stanley. It is understood that there was formerly a road widening reserve along Village Road shown on the Outline Development Plan. The reserve is not required to cater for traffic flows but could be used for additional weekend parking.

4.2.3 The advantage in traffic terms of all the above sites over the proposed location at the existing Bus Terminus, is that they are accessible directly from the main traffic route of Stanley Village Road, without attracting additional traffic onto the pedestrian corridor at Stanley Beach Road and without any need to enter the congested area around the bus station.

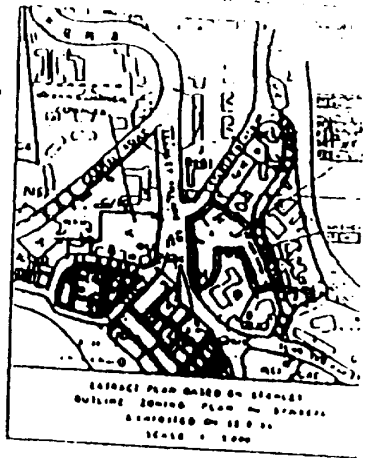
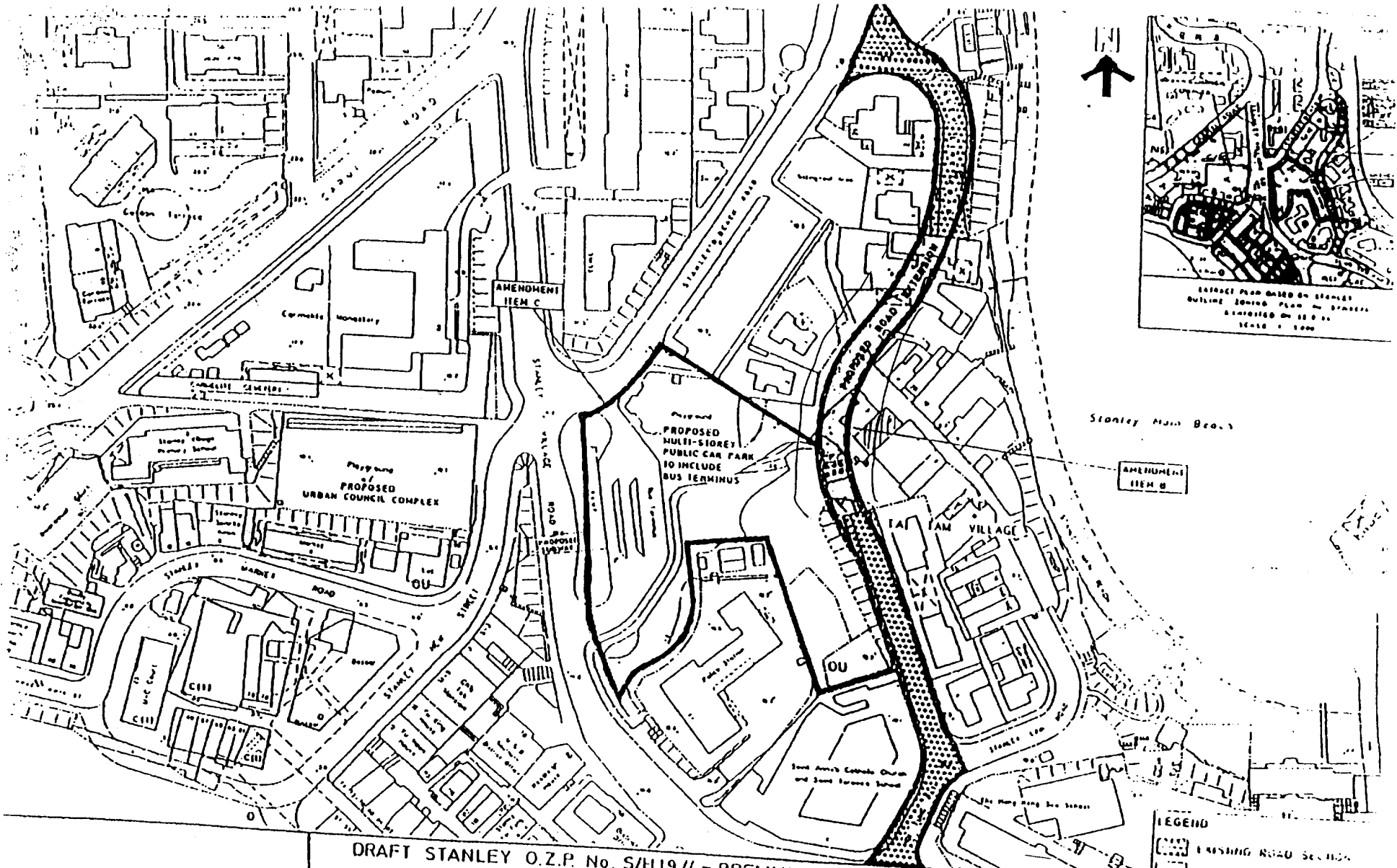
5. CONCLUSION

- 5.1 We trust that with the justifications given above, the Town Planning Board will see fit to amend the Draft OZP accordingly.
- 5.2 Should the Board not accept our Objection at the Preliminary Consideration of Objections, we request an opportunity to attend and make further representations at the subsequent Hearing of Objections under Section 6(6) of the Town Planning Ordinance.

Yours faithfully,

THE STANLEY RESIDENTS CONCERN GROUP (see signatories attached).

c/o Mr John Moody
12A Tai Tam Village
Stanley, Hong Kong



EXTRACT PLAN PREPARED ON 24.3.85
 BASED ON SURVEY SHEET Nos
 15-NE-12B (NOV. 82)
 15-NE-12D (DEC. 82)

DRAFT STANLEY O.Z.P. No. S/H19/4 - PRELIMINARY CONSIDERATION OF
 OBJECTION No. 46

NAME OF OBJECTOR - Mr. JOHN MOODY ON BEHALF OF THE STANLEY RESIDENTS CONCERN GROUP

LEGEND
 [Symbol] EXISTING ROAD SECTION
 [Symbol] PROPOSED ROAD SECTION

PLANNING DEPARTMENT
 O/S/H19/4-46 PLAN 1

SCALE 1:1000

Planned Link Road and Car Park at Stanley
Update to Traffic Review
Ho Wang SPB Ltd June 1998

CONTENTS

1. Introduction
2. Traffic and Parking Surveys
3. Ma Hang Redevelopment
4. Future Parking Supply and Demand
5. Review of the Need for the Proposed Link Road and Car Park at the Bus Terminus
6. Summary and Conclusions

FIGURES

1. Existing Parking Provision
2. Future Changes in Stanley
3. Observed Parking Demand

1. Introduction

1.1 This paper presents an update to a previous study undertaken by SPB in August 1994, entitled "Proposed Car Park and Link Road at Stanley - Traffic Review on behalf of Stanley Residents Group". The 1994 study investigated parking and traffic demands in Stanley, and the needs and justifications for the then proposed Car Park and Link Road at the centre of the village. The main findings of that study were as follows:

- traffic volumes in Stanley had not changed significantly over the previous 5 years
- parking demand in Stanley had reduced significantly over the previous 5 years
- existing and committed parking provision in Stanley was estimated to be always sufficient for normal weekday conditions
- due to the elastic nature of demand on Sundays, Sunday parking demand would be expected to always exceed whatever amount of parking could reasonably be provided
- the proposed car park would not be necessary for normal demands, but might have a major adverse impact in attracting more traffic into Stanley at weekends
- there is no need on traffic capacity or traffic management grounds to construct the proposed link road

1.2 Subsequent to the 1994 study, Government has withdrawn the planned car park and link road from the Outline Zoning Plan (OZP). However, this withdrawal has raised a number of objections. The purpose of the present study is therefore to update the findings of the 1994 traffic study, and to determine whether the above conclusions remain valid, or should be altered.

1.3 Since this is essentially an update study, it is assumed that the reader is familiar with the contents of the previous report, and therefore only key information is repeated in this paper. For convenient reference, two of the Figures from the previous report - showing existing parking provision and future changes - are included as Figures 1 and 2 in this paper.

2. Traffic and Parking Surveys

2.1 There have been no major changes in Stanley since the previous study. Bus services have continued to improve, and frequent, fast and comfortable routes are available to the urban areas. Other than routine improvement works, there has been no major change to the nature or scale of development in Stanley.

2.2 Surveys were carried out during June 1998 in order to update corresponding survey results documented in the 1994 report. Traffic flow surveys were carried out on three key roads, and results compared with those from 1994 as shown in Table 1 (units are pcu/hour).

Table 1 Results of Traffic Flow Surveys

Location		Sunday PM		Weekday PM	
		1994	1998	1994	1998
Stanley VillageRd	N/B	730	320	400	310
	S/B	350	200	260	160
Stanley Beach Rd	S/B	420	90	230	60
Stanley Main Street	E/B	180	35	90	45

- 2.3 Since parking in Stanley is now fairly strictly controlled, with virtually all public parking permitted at meters only, surveys were confined to metered spaces for comparison with previous results. Survey results are shown in Table 2, and illustrated graphically on Figure 3.

Table 2 Results of Car Parking Surveys

Location	No of Meters	Observed parked vehicles at:					
		1000	1130	1300	1430	1600	1730
SUNDAY							
Northern	64	41	61	61	61	57	41
Central	76	32	46	59	63	49	38
Southern	11	7	11	11	11	11	11
Sunday Total	151	80	118	131	135	117	90
<i>1994 Sunday Total</i>	<i>133</i>	<i>92</i>	<i>131</i>	<i>132</i>	<i>131</i>	<i>133</i>	<i>127</i>
WEEKDAY							
Northern	64	35	27	17	20	33	32
Central	76	28	19	23	18	26	29
Southern	11	4	2	6	5	5	4
Weekday Total	151	67	48	46	43	64	65
<i>1994 Weekday Total</i>	<i>133</i>	<i>28</i>	<i>62</i>	<i>71</i>	<i>76</i>	<i>86</i>	<i>55</i>

- 2.4 Further data on recent trends in traffic conditions in Stanley is available from the Annual Traffic Census (ATC), which shows little change in traffic volumes on Stanley Village Road over recent years (latest published data for 1996 at time of writing):

- 1993 12,200 (vehicles per day)
- 1994 12,100
- 1995 12,400
- 1996 12,700

- 2.5 It is seen from the above that traffic conditions and parking demand in Stanley have not changed significantly since the 1994 report. Whilst the recent traffic flow surveys indicate substantially lower traffic levels, ATC records indicate a stable trend, and the lower observed flows may be due to a combination of the recent economic and tourism downturns. In spite of the installation of a further 18 parking meters since 1994, parking demand observed recently is generally similar to that observed in 1994.

3. Ma Hang Redevelopment

- 3.1 The Ma Hang redevelopment project (referenced in the previous report) is currently well under construction. The new focal centre of this development, to the west of Stanley Main Street, has undergone some planning changes, most notably the inclusion of the relocated Murray House (from Central District). This building is considered a tourist attraction, and will thus strengthen the tourism and visitor potential of the Ma Hang area.
- 3.2 It was noted in the previous study that the Ma Hang development will add a new focal point for visitors to Stanley. The proposed commercial centre / car park associated with

this development (see Figure 2) was noted to have excellent road access, via Carmel Road extension, with no need for traffic to pass through the pedestrian-dominated centre of Stanley, near the bus terminus. It was also observed in the previous study that in view of this excellent road access, and convenient location, the development would be the best location for additional car parking (if considered necessary), rather than at the bus terminus in the village centre.

- 3.3 The relocation of Murray House to Ma Hang will clearly emphasise the importance of the area as a visitor attraction. The conclusions of the previous study regarding the suitability of the new development as a preferable location for additional car parking would therefore appear to be reinforced.

4. Future Parking Supply and Demand

- 4.1 There are at present around 150 metered car parking spaces in the Stanley village area, with a further 28 spaces near St Stephens beach. The proposed commercial centre at Ma Hang (on Carmel Road extension) will provide a further 130 car parking spaces, together with 8 coach parking spaces. This development is understood to be currently scheduled for completion in late 1999.

- 4.2 The 1994 traffic study estimated car parking demand in Stanley as follows:

- overnight demand 80-90 spaces
- weekday peak demand 140 spaces
- Sunday peak demand 270 spaces

The study noted however that Sunday demand was highly elastic, and it was likely that the more parking that was provided, the more people would be tempted to use their cars, and hence the demand would increase to a level which would probably always exceed whatever level of parking could reasonably be provided.

- 4.3 Recent surveys have indicated no significant change in parking demands. Therefore it is interesting to compare the above demands with the existing and committed parking supply:

- existing parking provision (1998) 150 spaces
- future parking with Ma Hang commercial centre (late 1999) 280 spaces

Even allowing for the additional demand which will be created by the Ma Hang redevelopment, it is clear that parking supply will easily suffice for normal demands.

5. Review of the Need for the Proposed Link Road and Car Park at the Bus Terminus

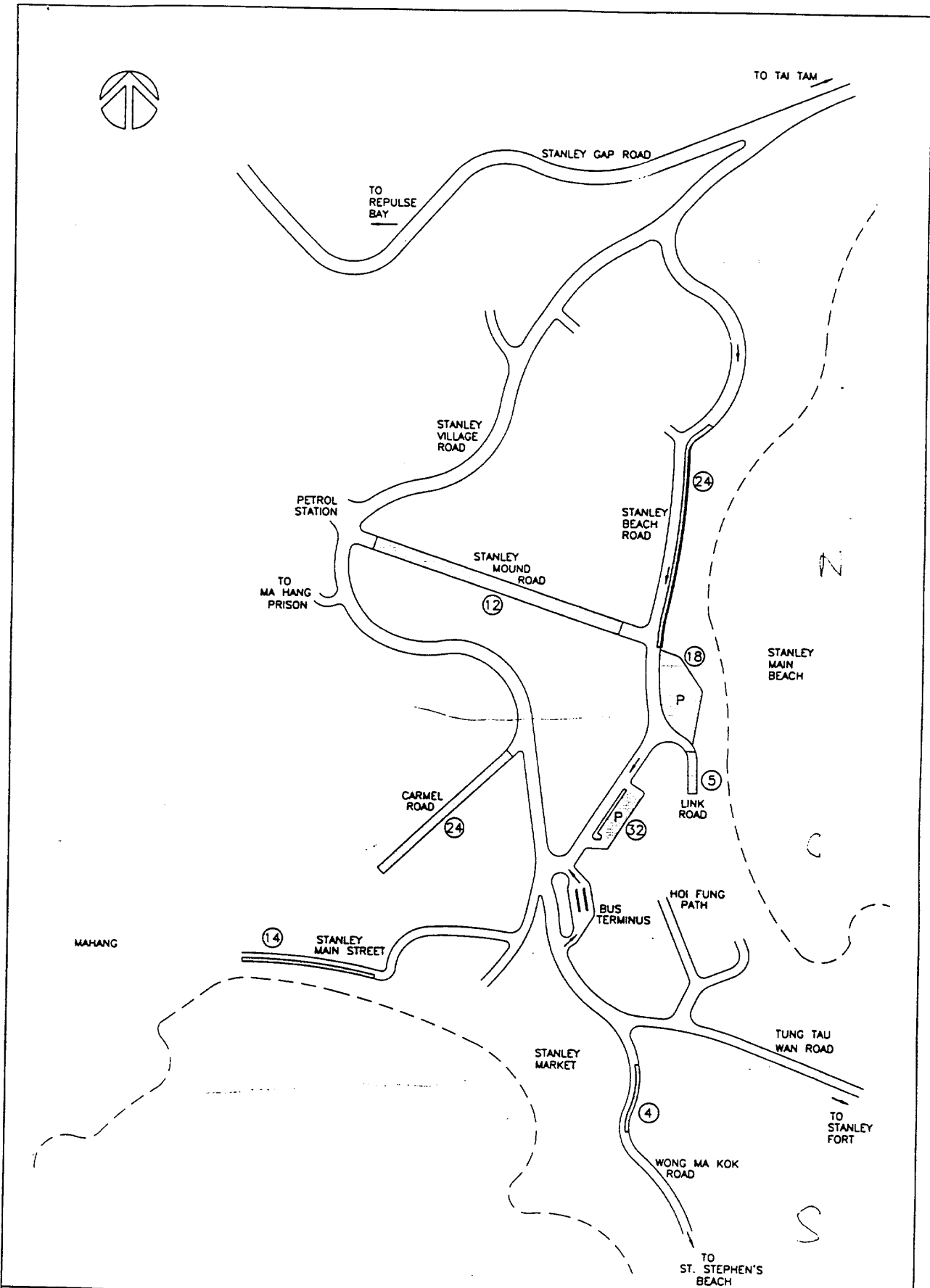
- 5.1 This study has confirmed that traffic flows in Stanley have been stable for many years, and in fact are presently significantly lower than in recent years. There is no need on traffic capacity or engineering grounds for the proposed Link Road.
- 5.2 The study has also confirmed that car parking demand in Stanley has not increased over recent years, and that the existing parking provision is easily adequate to meet normal weekday demands. With the opening of the Ma Hang commercial centre in late


1999, thereby almost doubling car parking supply, it is clear that weekday parking provision will be more than sufficient.

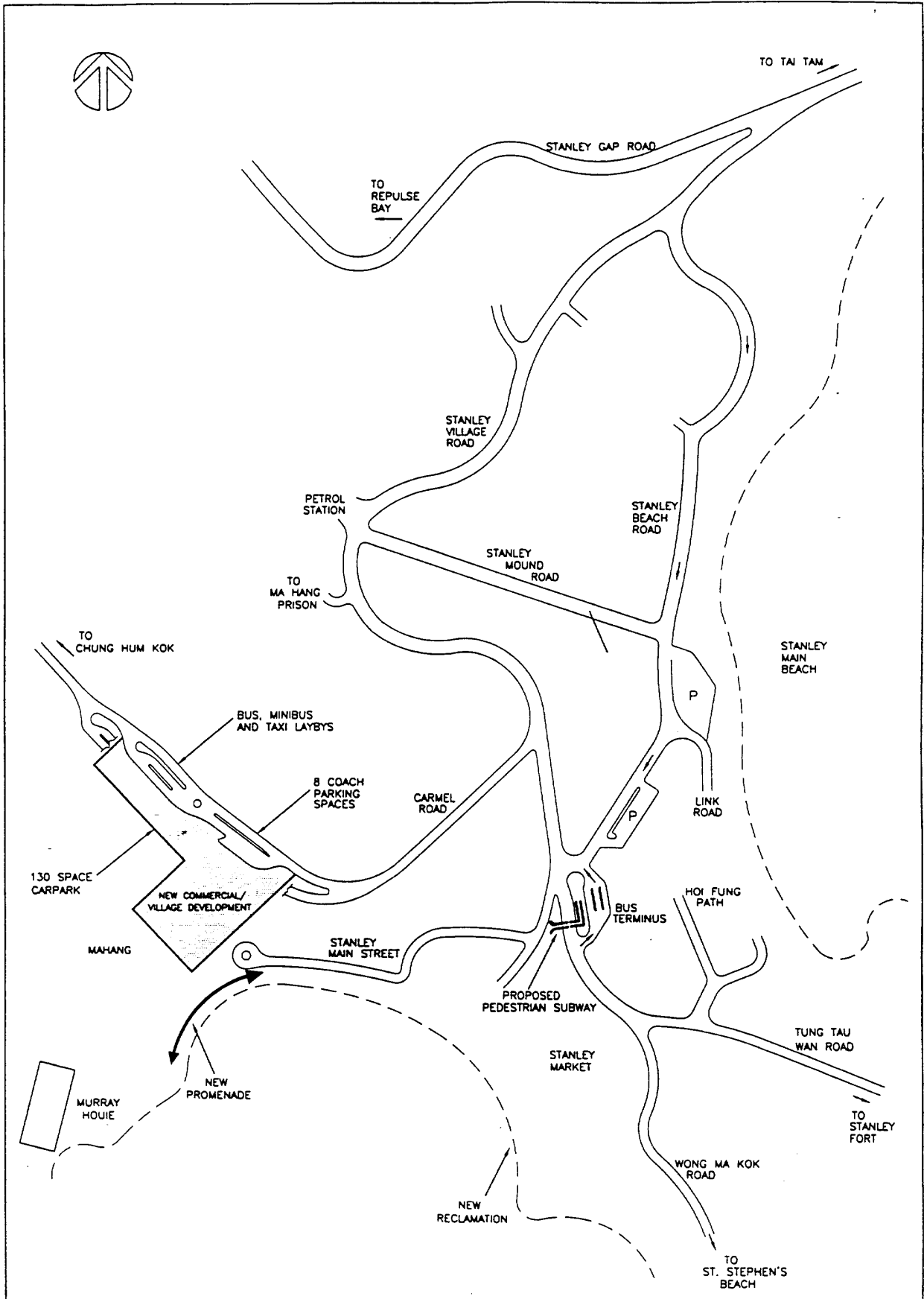
- 5.3 Sunday parking demand is highly elastic, and is likely to increase the more car parking is provided. At present a steady condition appears to be achieved, with car owners being aware that there is little chance of finding a parking space on peak Sundays, and therefore choosing public transport instead.
- 5.4 Thus there is no need for a new car park on weekdays, and on Sundays the new car park would be likely to fill rapidly, leading to additional queuing and circulating traffic around the village centre.


6. Summary and Conclusions

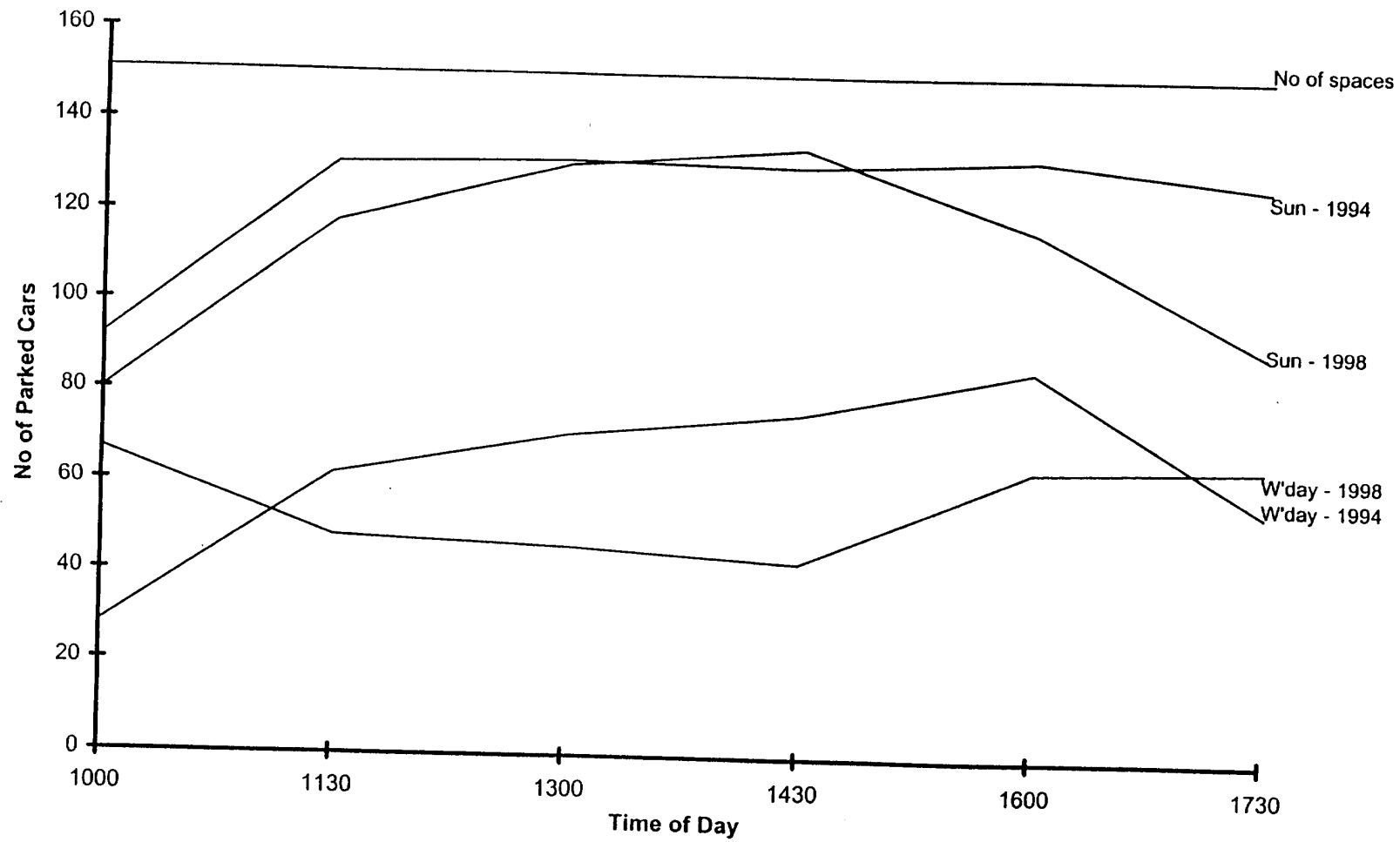
- 6.1 Traffic surveys indicate that overall traffic levels in Stanley have not increased significantly since the 1994 report. Local traffic flows in the village appear to have declined.
- 6.2 Parking surveys indicate a very similar level of demand to that observed in 1994, with around 50% spare spaces on weekdays, but few available spaces on Sundays.
- 6.3 There have been no other significant changes in Stanley which would affect the traffic and parking situation. The planned redevelopment at Ma Hang (due to open in late 1999) will include a further public 130 car parking spaces, almost doubling parking supply in Stanley.
- 6.4 In view of the lower local traffic flows in the village, the conclusion of previous studies that the proposed Link Road is not necessary is both confirmed and strengthened.
- 6.5 The conclusion of the previous study, that the proposed car park is not necessary given current and recent trends in demand, is also confirmed by this update study. In fact, the new car park under construction as part of the Ma Hang redevelopment would be expected to more than cater for the current parking demands.
- 6.6 The planned inclusion of additional attractions in the Ma Hang redevelopment, combined with the superior road access and avoidance of traffic / pedestrian conflicts, confirms the recommendation of the previous study that the Ma Hang commercial centre may be a more suitable choice of location for an additional car park, should this be considered necessary in the future



 <small>HO KONG SPB LIMITED</small>	Project Title	UPDATE TO TRAFFIC REVIEW AT STANLEY	Scale	N.T.S.	Date	JUNE, 1998	Figure No.	1
	Figure Title	EXISTING PARKING PROVISION	Project No.	111E2	CADD Ref.	SPB/111E2/PROJ/CG/MP/101/A/19-01		



 No. 19/88 SPB Limited	Project Title	UPDATE TO TRAFFIC REVIEW AT STANLEY	Scale	N.T.S.	Date	JUNE, 1988	Figure No.	2
	Figure Title	FUTURE CHANGES	Project No.	J192	CADD Ref.	SPB/J192/PROJ/CAD/NO.1/T02/A/19-08-88		



Project Title

UPDATE TO TRAFFIC REVIEW AT STANLEY

Scale

-

Date

JUNE, 1998

Figure No.

3

Figure Title

OBSERVED PARKING DEMAND

Project No.

J192

CADD Ref.

SPB/J192/PROJ/CAO/F3/A/19-06-98

立法會
Legislative Council

Ref.: CP/C 529/98

**Minutes of DRM Interview with
Stanley Residents Concern Group
on Objection to Build the Multi-storey Car Park at Stanley and to
Construct the Link Road Cutting Through Tai Tam Village
held on Tuesday, 18 August 1998 at 2:15 pm
in Room 505A, Citibank Tower, Legislative Council Secretariat**

Members Present : On Duty Roster

Hon James TIEN Pei-chun, JP
Hon James TO Kun-sun
Hon Christine LOH

**Attendance by : The Deputation
Invitation**

Ms Y Y CHEUNG (張育賢)
Ms C Y CHAU (周仲儀)
Mr John Moody
Dr Simon WONG (王淦基醫生)
Mr Chris Burley
Ms Sue McCafferty
Ms Dureen WONG
Ms Alice YU

Staff in Attendance: Mrs Anna LO
Chief Assistant Secretary (Complaints)

Ms YUE Tin-po
Senior Assistant Secretary (Complaints)³

Action

Hon James TIEN welcomed representatives of the Stanley Residents Concern Group to the meeting.

2. Dr Simon WONG, the representative of the deputation, said that a proposal was made in 1994 by the Government to build a multi-storey car park (MS/CP) at the present Stanley Bus Terminus and a link road cutting through Tai Tam Village. The scheme was proposed with a view to solving the acute shortage of car parking spaces in Stanley and reducing the traffic volume at the junction of Stanley Beach Road, Stanley New Street and Stanley Village Road. The deputation, one of the objectors, considered that the MS/CP cum public transport terminus would drastically alter the unique character of Stanley and ruin the green environment nearby. Having received 48 objections, the Town Planning Board (the Board) after careful consideration in 1995 turned down the proposal. However, some further objectors raised objections against the Board's decision on 23 January 1998 on the grounds that the MS/CP indeed could alleviate the car parking shortage problem in Stanley and that it was important for Stanley's long term economic development. As regards the proposed link road at Tai Tam Village, the further objectors objected to its deletion mainly on the ground that it would in fact provide an emergency vehicular access to Tai Tam Village. The Board, after considered the presentations of both the original and further objectors on 12 June 1998, decided to meet some of the further objections by retaining the proposed MS/CP and the link road on the draft Stanley Outline Zoning Plan (OZP). In this connection, the deputation was aggrieved at the Board's latter decision. Dr WONG once again put forth the following points:

- (a) the proposal to build a MS/CP with the link road would destroy the green environment surrounding the Stanley Bus Terminus;
- (b) the provision of a MS/CP in the Bus Terminus would generate unbearable traffic jam, noise nuisance and air pollution in the entire locality;
- (c) the construction of a MS/CP would be redundant and a waste of public funds, in particular when its usage rate was only 50% during weekdays;
- (d) due to the prominent location of the proposed MS/CP, the design of its building would drastically alter the unique character of Stanley; and
- (e) the construction of the link road would require resumption of existing residential lots causing a further expense to public funds

Action

and unnecessary disruption to the local community.

3. The deputation stressed that the Ma Hang redevelopment project was currently well under construction. The new focal centre of this development (to the west of Stanley Main Street) had undergone some planning changes, most notably the inclusion of the relocated Murray House. This building was considered a tourist attraction which would add a new focal point for visitors to Stanley and strengthen the tourism of the Ma Hang area. With the completion of the Murray House in Ma Hang and its separate access through Carmel Road via Chung Hum Kok, Ma Hang would be the ideal site for an additional MS/CP to absorb extra traffic without aggravating the already congested traffic around the Stanley Bus Terminus.

4. Mr Chris Burley, explained that in order to justify the above proposal, he was employed by the deputation as a transport consultant to conduct a study on the parking and traffic demands in Stanley in 1994. The main findings of the 1994 study were summarized as follows:

- (a) traffic volumes in Stanley had not changed significantly over the previous five years;
- (b) parking demand in Stanley had reduced significantly over the previous five years;
- (c) existing and committed parking provision in Stanley was estimated to be always sufficient for normal weekday conditions;
- (d) due to the elastic nature of demand on Sundays, Sunday parking demand would be expected to always exceed whatever amount of parking could reasonably be provided;
- (e) the proposed MS/CP would not be necessary for normal demands, but might have a major adverse impact in attracting more traffic into Stanley at weekends; and
- (f) there was no need on traffic capacity or traffic management grounds to construct the proposed link road.

Mr Burley added that in view of the recent development of the proposed MS/CP, he updated the above findings so as to determine whether they remain valid, or should be altered. Having conducted the study in June 1998, he had the following conclusions:

- (a) traffic surveys indicated that overall traffic levels in Stanley had not increased significantly since the 1994 report. Local traffic

Action

flows in the village appeared to have declined;

- (b) parking surveys indicated a very similar level of demand to that observed in 1994, with around 50% spare spaces on weekdays, but few available spaces on Sundays; and
- (c) there had been no other significant changes in Stanley which would affect the traffic and parking situation. In fact, bus services with frequent, fast and comfortable routes available had continued to improve. Further, the planned redevelopment at Ma Hang (due to open in late 1999) would include additional 130 car parking spaces, which would double the parking supply in Stanley.

Mr Burley said that in view of the lower local traffic flows in Stanley, the conclusion of the previous study that the proposed MS/CP and the link road were not necessary was both confirmed and strengthened.

5. Mr Burley further elaborated that traffic volumes were generally higher during weekday afternoons and Sunday afternoon was normally the heaviest time. The provision of additional parking would attract 250 cars and more to queue up at the entrance of the MS/CP. This would aggravate the already congested traffic around the Stanley Bus Terminus, in particular, the junction of Stanley Beach Road, Stanley New Street and Stanley Village Road. In this connection, the deputation considered that the existing road capacity together with the link road would not be sufficient to cope with the increase in traffic.

6. Members shared the deputation's concerns. Despite the fact that the final decision on the draft OZP and the objections would rest with the Chief Executive in Council, Members considered that the Administration should assess the environmental impacts arising from the above proposal so as to determine whether it would affect the unique character and village atmosphere of Stanley. The Administration should also conduct a traffic assessment and estimate the traffic flows for the junction of Stanley Beach Road, Stanley New Street and Stanley Village Road in view of the increase in traffic in future. In addition, Members considered that the resumption of lots for the purpose of road construction would attract substantial claims from residents of Tai Tam Village. Therefore, they would like to request the Administration to provide information on the estimate of the number of lots affected and the amounts of compensation involved.

7. Members informed the deputation that the subject on the provision of MS/CP at Stanley would be discussed by the LegCo Panel on Transport at its meeting on 25 September 1998. It might approach the Panel

Action

SAS(C)3 for presentation of its case to Panel members direct. Meanwhile, Members instructed that its views be circulated to Panel members for information.

8. The meeting ended at 3:10 pm.

SAS(C)3 (Post-meeting note: Members' views and requests were forwarded to the Administration for follow-up action on 25 August 1998.)

Legislative Council Secretariat

1 September 1998