

Legislative Council Panel on Transport Park and Ride Scheme

Purpose

In the 1998 Transport Bureau Policy Objective, we undertook to conduct a review of the Park and Ride (PnR) trial scheme at Sheung Shui. This paper reports on the outcome of the review and sets out proposals for the future development of PnR scheme in Hong Kong.

Background

2. The Parking Demand Study, which was completed in December 1995, recommended the use of PnR as a traffic management measure. By providing parking facilities at public transport hubs strategically located on the fringe of busy business/urban areas, motorists can leave their cars behind and use public transport to complete their trips.

The Trial PnR Scheme at Sheung Shui

3. In December 1997, Transport Department in collaboration with Kowloon-Canton Railway Corporation (KCRC) launched a trial PnR Scheme at Choi Yuen Road, Sheung Shui to test the reaction of motorists to this new concept. The trial site provides a parking capacity of 170 spaces where “Park and Riders” enjoy a concessionary parking fee of \$3 per hour (as against the normal fee of \$12 per hour).

4. An assessment of the trial scheme was made in December 1998, one year after the trial scheme was launched. Key observations were -

- (i) the scheme has attracted a daily average of 122 users and helped reduce trips to and from the urban area;
- (ii) the most important incentive of the PnR scheme is the savings in journey costs which amounts to an average of \$32 per trip;
- (iii) It is estimated that motorists with a one way journey time of 75 minutes or more would be likely to use and benefit from PnR; and
- (iv) the scheme is more popular with the middle income group having a household income of about \$38,500 per month.

A note on the trial scheme is at [Annex A](#).

Proposals for the Future Development of PnR Scheme

5. The above findings indicate that the motoring public can accept the PnR concept. However, it will take time for the PnR habit to build up. The findings of the trial scheme suggest that PnR schemes focusing on railway stations as hubs for PnR transfer would be worthwhile -

- (i) it meets the needs of the travelling public : PnR can be developed as part of our inter-modal transfer strategy that could help users achieve savings in expenditure and time;

- (ii) it improves traffic management : locating PnR carparks at convenient and strategic railway stations at the urban fringe will encourage more motorists to use railways and reduce the number of vehicles on the roads and help car trips to the urban areas. This will also help relieve congestion and the demand for parking spaces in urban areas;
- (iii) This strategy is consistent with the Government's policy of providing an integrated public transport system with railways as the backbone; and
- (iv) PnR scheme brings environmental benefits as the reduction of cars on our roads will help reduce air and noise pollution.

Strategic Hubs for Future PnR Scheme

(I) Using Existing Railway Stations as PnR hubs

6. Ongoing discussions are held between Government and the two Railway Corporations to plan and to provide PnR facilities using existing and new railway stations as hubs.

7. The current PnR site at Choi Yuen Road, Sheung Shui is let out under a short term tenancy, which will expire in December 1999 when the site is to be turned over to KCRC for West Rail Development. We have identified a replacement site close to the station and are planning to operate a replacement PnR Scheme on this site for the Sheung Shui area from 1999 to 2001. A permanent PnR facility is being considered in the KCRC Sheung Shui Station Development Project.

8. For residents in **NT West**, MTRC has introduced PnR schemes since October 1998 using the parking facility at Airport Railway Kowloon and Tsing Yi stations. These stations can serve the needs of motorists living in Tuen Mun and Yuen Long. With a total of 640 parking spaces in these two stations, motorists are offered a concessionary rate of \$5 per hour for PnR users who continue their journey with MTR. For those who continue their journey with the Airport Express Line (AEL), they are also offered a special rate of \$5 per hour. A note on the MTR PnR schemes is at **Annex B**. Meanwhile, MTR is exploring the feasibility of developing a PnR facility around the Choi Hung area to serve the needs of residents of **NT East**.

(II) Using New Railway Stations as PnR hubs

9. We have included the provision of PnR facilities as one of the planning parameters in the new railway projects that are going to be built over the next five years. Six stations have been earmarked as suitable PnR hubs along West Rail, Ma On Shan Extension and Tseung Kwan O Extension (Details are at **Annex C**).

10. Details of PnR schemes to be operated from these new hubs are being discussed amongst Government Departments and the Railway Corporations as part of the ongoing planning process.

Advice Sought

11. Members are requested to note the proposals for future development of PnR Scheme as set out in paragraphs 6-10.

Transport Bureau
February 1999

KCRC Park and Ride Scheme at Sheung Shui

Background

- Transport Department launched the PnR trial scheme in collaboration with Kowloon-Canton Railway Corporation (KCRC) on 19 December 1997. The scheme lasted for a period of 12 months.

Mode of Operation

- An open-air car park at Choi Yuen Road near the Sheung Shui KCR station was selected for the PnR trial scheme. The site is located at a distance of about 3 minutes walk from the Sheung Shui KCR station and can accommodate 200 cars. Apart from 30 spaces reserved for monthly parking, the remaining 170 spaces are made available to PnR users or occasional hourly parkers.
- Parking fees are charged as follows -

	Parking Fee	Period
PnR Parking	\$3 per hour	5:00am - 2:00am (Monday to Sunday)
Regular	\$12 per hour	7:00am - midnight
Hourly Parking	\$8 per hour	Midnight - 7:00am
Monthly Parking	\$1,200 per month	Whole day

- To use the PnR facility, users are required to park their cars at the PnR car park and travel to urban Kowloon by KCR train or other public transport modes. They are required to stamp their parking tickets at any one of the KCR stations in urban Kowloon (i.e. Kowloon Tong, Mong Kok or Hung Hom) within 90 minutes of parking their cars. In their return journey, they are required to stamp their parking tickets again at one of these KCR stations and

arrive at the car park within 90 minutes. Failure to comply with the 90 minutes requirement will result in parking fees charged at the regular parking rate for those periods falling outside the 90 minutes period.

Utilization

- The car park is entrusted to KCRC for management and operation. The Imperial Parking (HK) Limited is subsequently engaged by KCRC to operate the car park.
- The car park utilisation statistics for the year from December 1997 to December 1998 are given below -

	PnR	Non - PnR
Average daily patronage	122	149
Highest daily patronage recorded	175 (Mar 98)	285 (Dec 98)

Transport Mode

- The great majority of PnR parkers used the facility during 8:00am and 6:00pm. Work related trips (71%) was the major reason for using the facility.
- Expectedly the majority of PnR users originated from Sheung Shui, Yuen Long and Fanling (84%). The destinations were more varied -

Destination	% of trips
Yau Tsim Mong	48%
Kowloon (other places)	18%
Wan Chai	11%
Central	10%
Eastern	7%
Others	6%

- There were moderate reduction in the travelling time (one-way) of PnR users-

Travelling time of PnR users	% before PnR	% after PnR
Under 75 minutes	47%	56%
Under 90 minutes	60%	73%

- Of all PnR users, 71% had car parking spaces at their destination and 33% owned more than one car.

Customer Survey

- According to a questionnaire survey, the principal reason for PnR patronage is the saving in travelling expenses-

Reason for using PnR	%
(i) Save money	41%
(ii) Save time	31%
(iii) Convenience of the PnR location	10%
(iv) Easy to find parking spaces	9%
(v) Others	9%

- The average one way journey cost (including parking fees) for PnR users had been reduced from \$89 to \$57 per day after using PnR.
- The average monthly household income of PnR users were \$38,000.
- 98% of PnR users rated the facility as good or very good.

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MTRC Park and Ride Schemes

- MTR passengers who park at Kowloon or Tsing Yi Airport Express Line station car parks and ride on the MTR lines (Tung Chung Line, Tsuen Wan Line, Kwun Tong Line and Island Line) are entitled to an hourly parking rate of \$5.
- Passengers are required to stamp the car park tickets at the customer Service Centres located in the paid area of the Tung Chung Line Concourse of Kowloon or Tsing Yi station in order to enjoy the discount.
- This park and ride rate will apply to parking during opening hours of the car park on the same operating day (0530-0130 hours). Subsequent parking hours will be charged at a normal rate.
- The above basis for calculating parking charge will also apply to the Park and Ride Scheme for Airport Express customers who have to stamp their car park tickets at the Airport Station. A summary of parking charges for the AEL station car parks is shown below -

		Hong Kong	Kowloon	Tsing Yi	Stamping Location
Normal Charge	Each Hour	\$20	\$15	\$15	-
Airport Express special scheme	Park and Greet within 1 hour	\$10	\$10	\$10	HOK/KOW/AEL Station
	Park & Ride each hour	\$5	\$5	\$5	Airport AEL Station
	Park & Fly minimum 2 days	\$50 per day	\$50 per day	\$50 per day	
MTR special parking scheme	Park & Ride each hour	-	\$5	\$5	KOW/TSY TCL Stations

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**Stations of new railway lines identified
as suitable for PnR Scheme**

Rail/ Operator	Station	Availability Date	Catchment	Remarks
TKO Rail/ MTRC	Hang Hau	2003	TKO & Clear Water Bay	No. of parking spaces to be determined
West Rail/ KCRC	Tuen Mun Centre	2004	Tuen Mun Central & West	Total no. of parking spaces 270
	Tin Shui Wai	2004	Tuen Mun North and Tin Shui Wai	Total no. of parking spaces 620
	Kam Tin	2004	Kam Tin, Shek Kong, Yuen Long & North	Total no. of parking spaces 660
	Tsuen Wan West	2004	Gold Coast, Castle Peak Road and Tsing Yi	Total no. of parking spaces 890
MOS Rail/ KCRC	Lee On	2004	Ma On Shan, Sai Sha & Sai Kung	No. of parking spaces to be determined

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