

LegCo Panel on Transport

Parking Demand Study and Freight Transport Study Progress Report and Review of Parking Demand and Supply

Purpose

This paper updates members on -

- (i) the progress of implementation of the recommendations of two transport consultancy studies i.e. the Parking Demand Study (PDS) and Freight Transport Study (FTS); and
- (ii) the latest supply and demand situations of parking spaces in the territory.

Implementation of the Recommendations of the Parking Demand Study and Freight Transport Study

2. The FTS commenced in June 1991 and was completed in April 1994. The objective of the study was to devise appropriate measures to improve the efficiency of the freight transport industry. The recommendations of the FTS were presented to LegCo Panel on Transport June 1994. The PDS, which began in October 1993, aimed to provide an inventory of parking and loading/unloading facilities, identify the scale of parking related problems and recommend remedial measures. The PDS was completed in December 1995 and the study findings were presented to LegCo Transport Panel in February 1996. A progress report on the implementation of the recommendations of the two studies and an update of the parking supply and demand situation was last presented to LegCo Transport Panel in June 1997.

3. We have since continued to press on with the implementation of the recommendations of the two studies. A detailed progress report is at Annex A for reference.

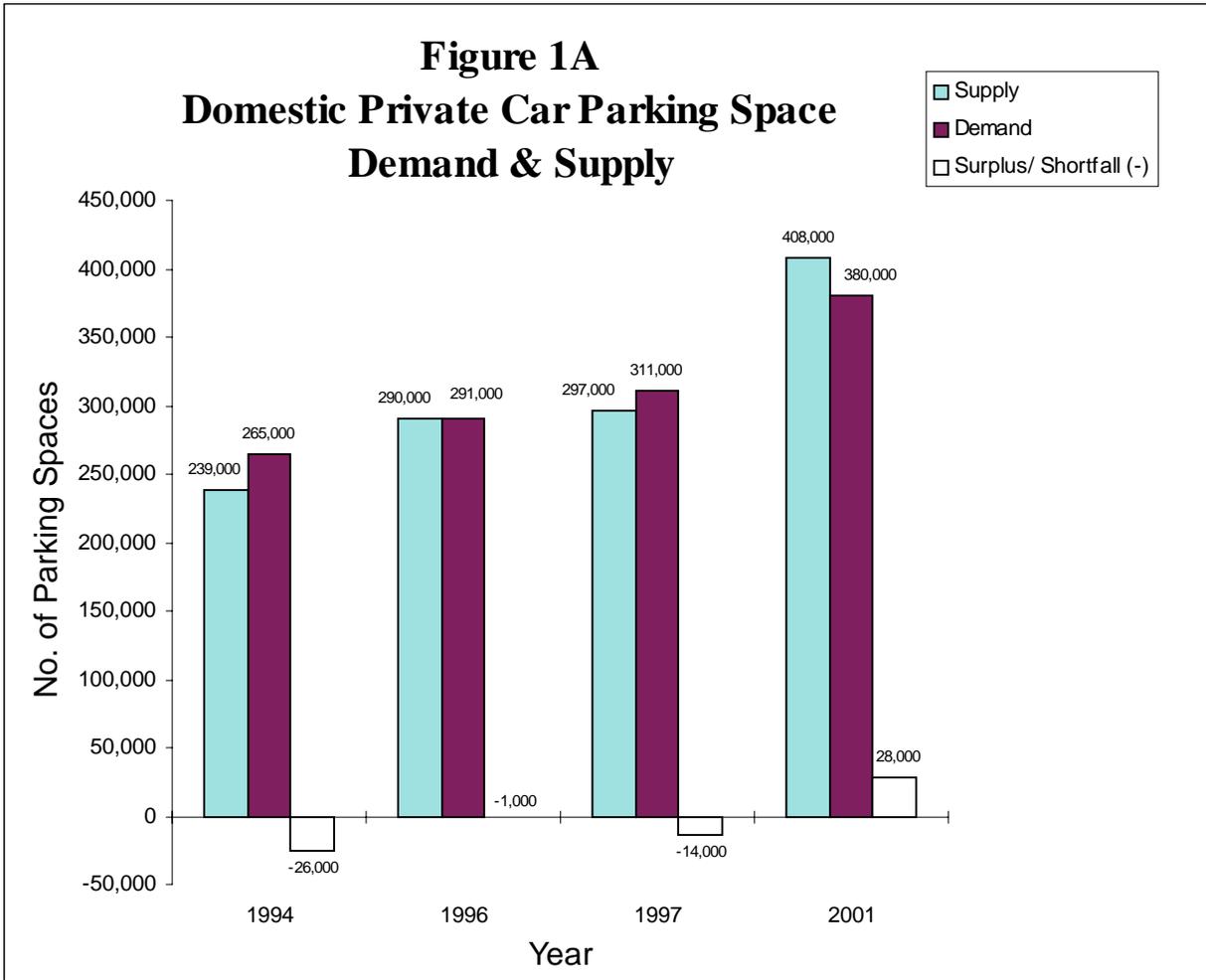
Latest Supply and Demand of Parking Space

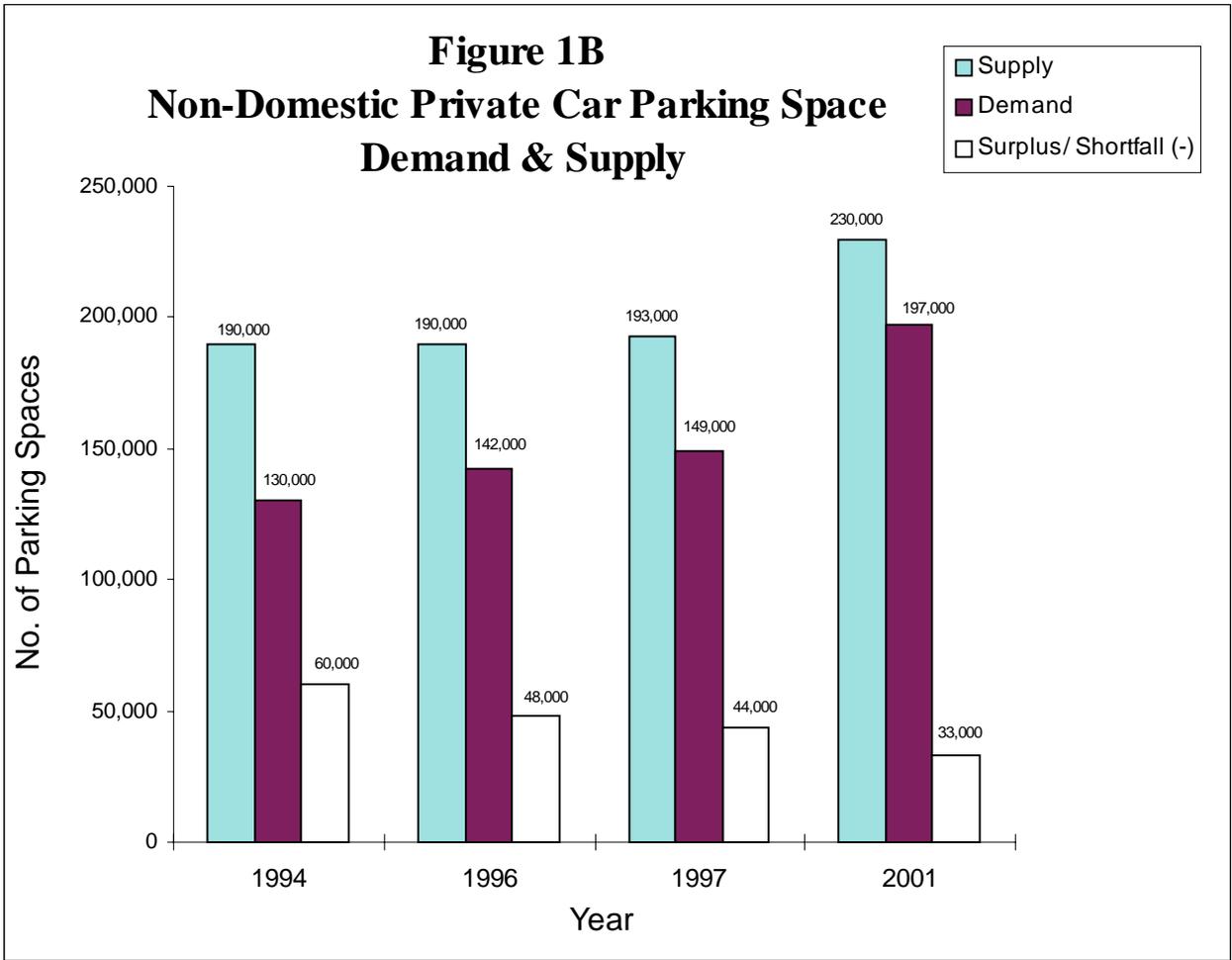
4. The PDS developed a model to predict the demand and supply of parking spaces. The model used the 1994 survey findings on parking characteristics, forecasts of future fleet size, trip distribution and land use as inputs and produced forecasts for the parking demand and supply situations for private cars and goods vehicles in 2001. Since then Transport Department have reassessed the situation in 1996 and 1997 and revised the forecasts for 2001 based on the updated information available.

Private Cars

5. The demand for private car parking spaces is closely related to the fleet size. In 1994 the PDS assumed two scenarios for predicting the 2001 fleet size, a low growth rate (2% per annum) and a high growth rate (7% per annum). The high growth scenario predicts a fleet size of 380,000 private cars in 2001 whereas the current figure (August 98) is 318,000.

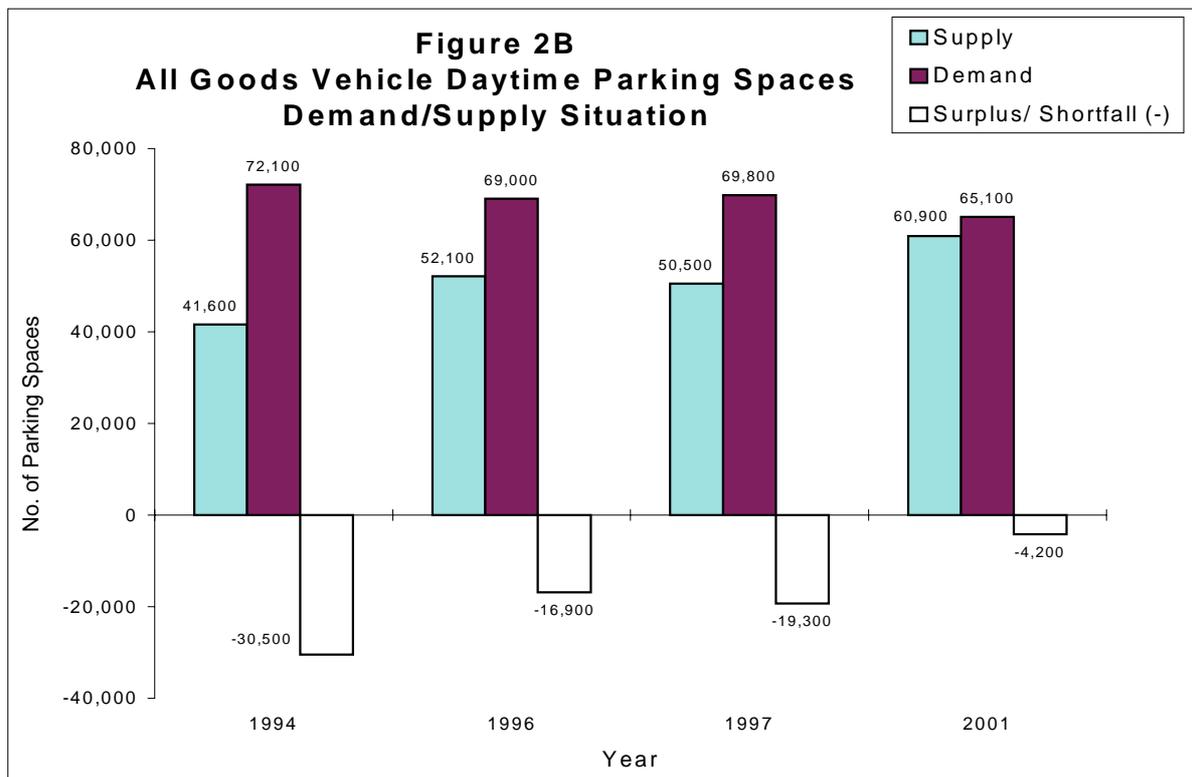
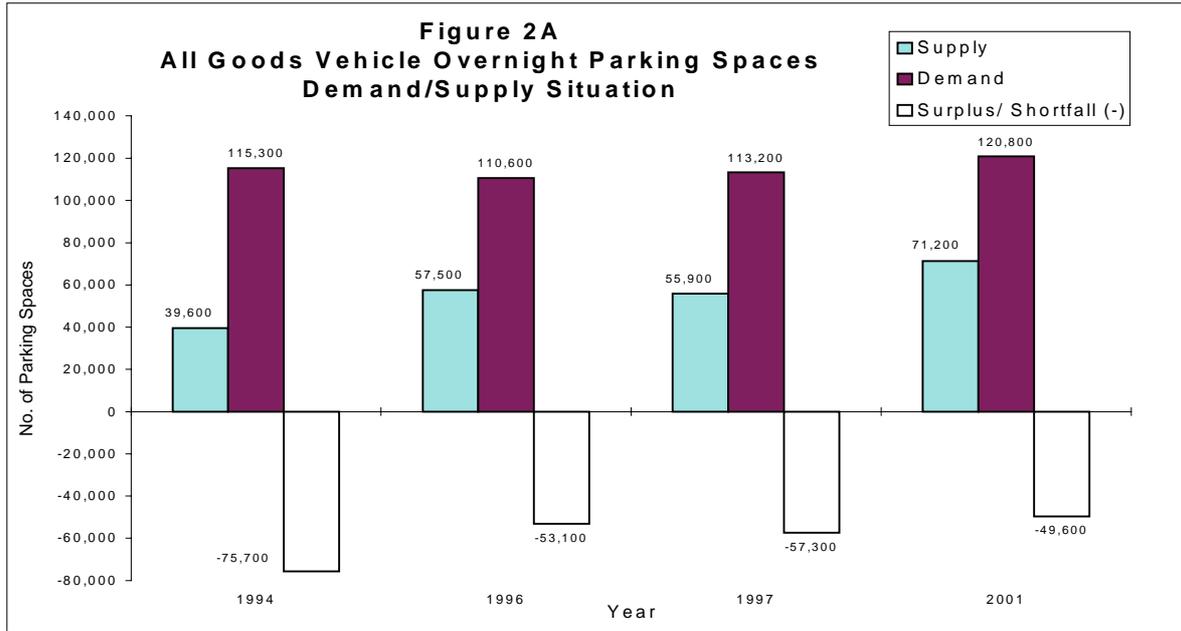
6. The supply of private car parking spaces is forecast to increase significantly by 2001 as a result of the rapid expansion of residential flats. As shown in Figure 1A, the 1997 situation for domestic parking spaces has deteriorated slightly as compared with 1996, with the shortfall having increased from 1,000 to 14,000. However, by 2001 there is expected to be a surplus of 28,000 spaces. From Figure 1B it can be seen that there is a surplus of **44,000** non-domestic parking spaces in 1997 and the surplus is forecast to rise to **33,000** in 2001.





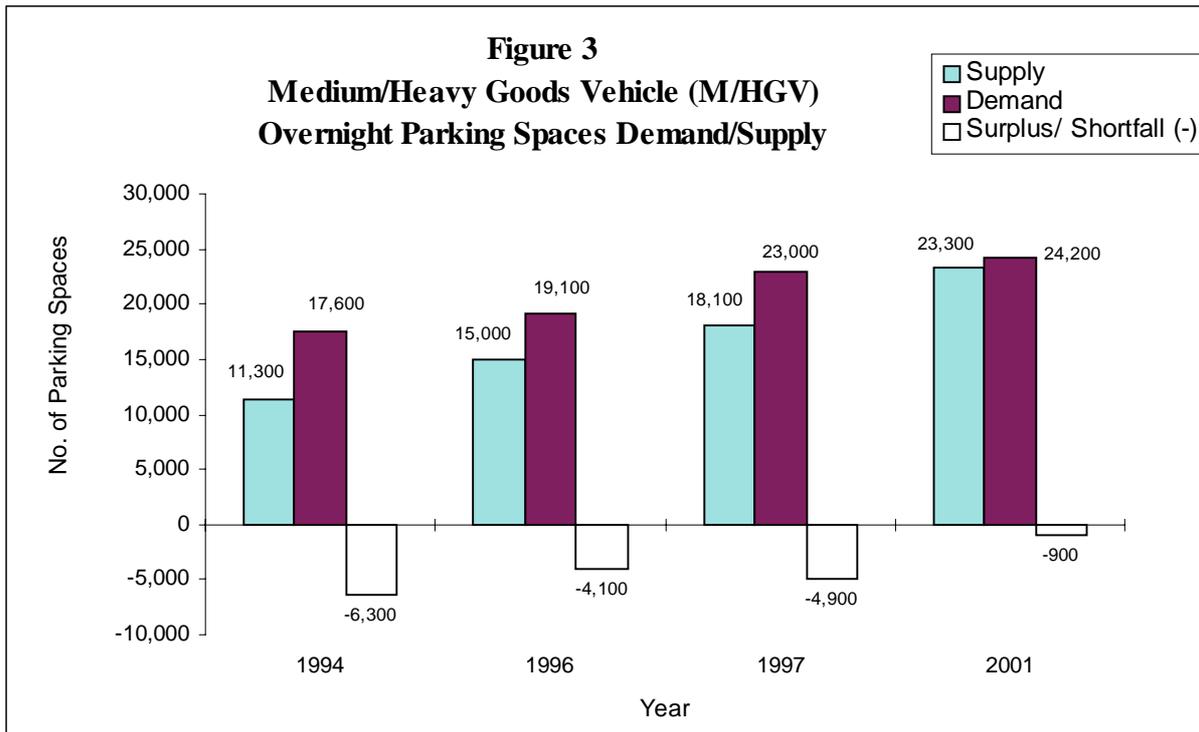
Goods Vehicles

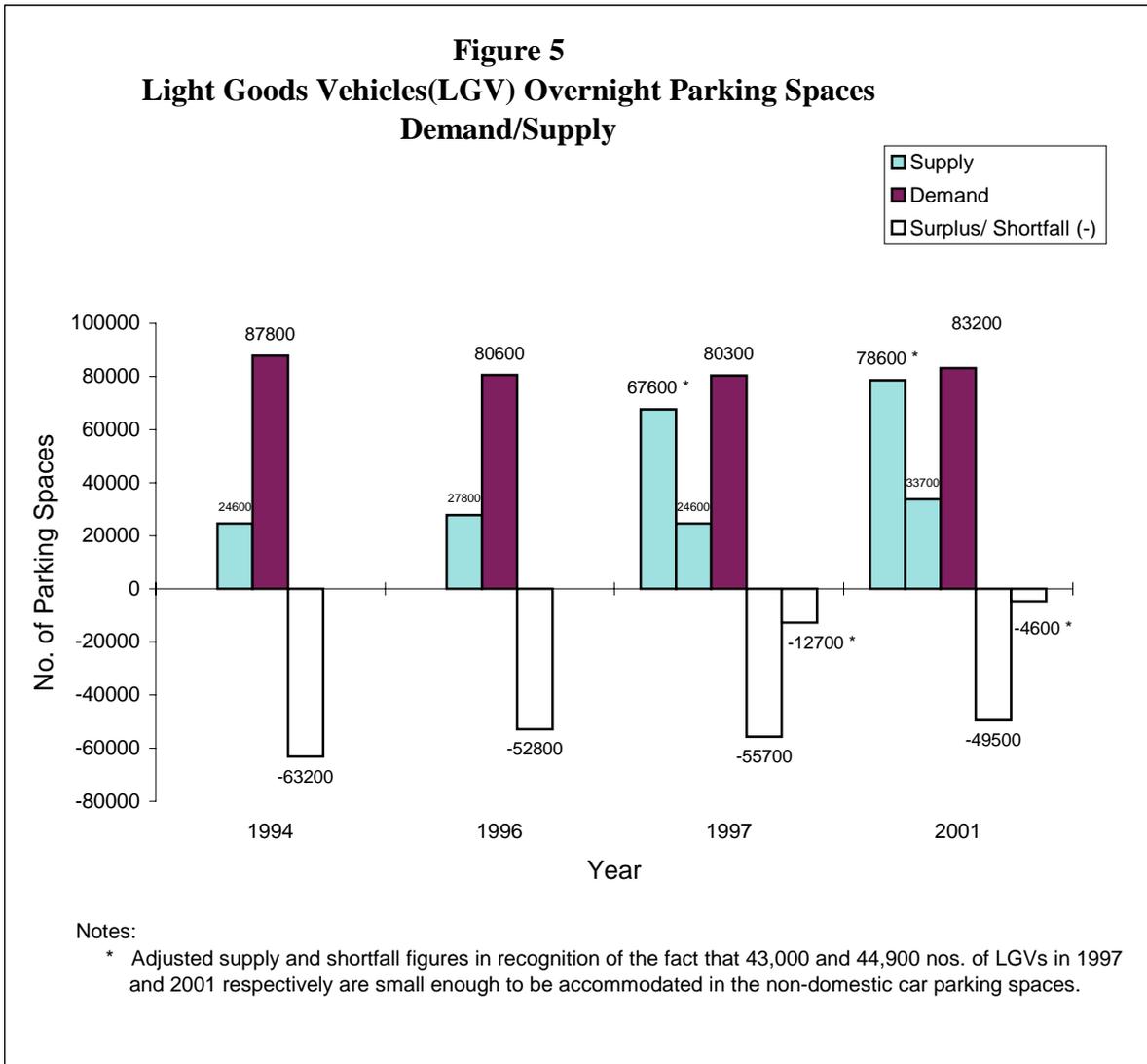
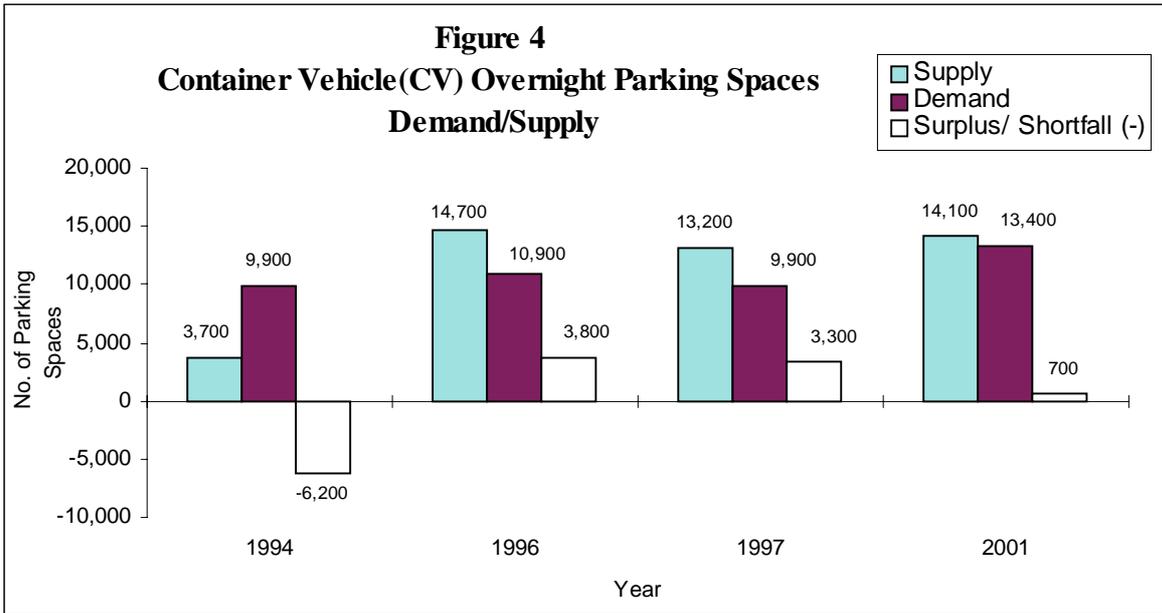
7. The overnight and daytime demand and supply situation for goods vehicle parking spaces is shown in Figures 2A and 2B. The overnight situation is by far the more critical. At that time, nearly all vehicles are inoperative and require a parking space, whereas during the day the majority of the fleet are on the move and the demand for parking spaces is relatively small. The remaining analysis therefore focuses on the nighttime parking situation.



8. The demand for overnight goods vehicle parking spaces is based on the goods vehicle fleet size. The FTS and the PDS were carried out at a time when there was significant annual growth in the goods vehicle fleet. The studies predicted a 2001 fleet size of 206,000 goods vehicles. As a result of the structural change in our economy, there has been a significant drop in the growth of goods vehicle fleet size. We are now predicting a revised fleet size of 131,000 goods vehicles in 2001. The revised forecast is based on the trend over recent years when the number of goods vehicles grew from 120,000 to 124,000 between 1990 and 1994, dropped back to 120,000 in 1996 and rose slightly to 121,000 in 1997.

9. It can be seen from Figure 2A that the theoretical shortfall of spaces has increased from 53,100 in 1996 to **57,300** in 1997. This deterioration was due to the small increase in the goods vehicle fleet size, coupled with a small decrease in supply of spaces on STT sites. The forecast shortfall is expected to be **49,600** spaces in 2001. As the supply and demand of parking spaces vary amongst different categories of goods vehicles, it is necessary to examine them in greater detail.





10. In 1997 and 2001, there is a relatively small shortfall of medium and heavy goods vehicle spaces (Figure 3) which is largely off-set by a surplus of spaces for container vehicles (Figure 4). The overall shortfall of spaces is therefore largely a problem relating to light goods vehicles.

11. In 1997, there was a theoretical shortfall of 55,700 light goods vehicles (LGV) spaces (Figure 5) whilst shortfall is expected to reduce slightly to 49,500. However, the actual shortfall is not as bad as it appears. At the end of 1997, the LGV fleet size was 80,300 of which around 43,000 (54%) were light vans. Generally, light vans are actually small enough to park in private car spaces. It is likely therefore that these vehicles have made use of the surplus non-domestic overnight parking spaces (see Figure 1B) for private cars. By utilising the non-domestic private car parks, it is estimated that the actual shortfall of LGV parking spaces in 1997 was about **12,700**. In 2001, we estimate that about 44,900 light vans out of the forecast fleet of 83,200 LGVs will be accommodated in the non-domestic private car parking spaces. The actual shortfall of LGV spaces in 2001 is forecast to be around **4,600**.

Illegal On-street Overnight Parking Survey

12. To verify the forecast of the parking demand and supply situation as presented in paragraphs 4 to 11, a survey of illegal on-street parking was conducted during August 1998. The results of the survey as compared with the theoretical assessment are as follows -

	1997 Assessment on Shortfall of Spaces	1998 Survey on Illegally Parked Vehicles
Private cars	14,000	6,789
Light Goods Vehicles	12,700 (adjusted as per Para. 10)	1,633
Medium/Heavy Goods Vehicles	4,900	2,912
Container Vehicles	+3,300 (i.e. surplus)	1,030

Note : In addition to the vehicles listed above the 1998 survey also recorded 1,049 other vehicles (e.g. coach/PLB) illegally parked on-street.

13. The results of the survey indicate that the shortfall is not as serious as the theoretical assessment suggests. This is largely because the theoretical assessment only takes account of the inventory of legitimate parking spaces on the supply side. In actual fact, vehicles are also accommodated in such places as Wholesale Markets, factories, spare land adjacent to village development, and non-government land awaiting permanent development. Whilst these vehicles are not occupying legal parking spaces, they are generally not causing any problems. It should also be noted that the most recent overnight survey (conducted in May 98) of STT parking sites identified 2,900 vacant parking spaces.

14. In identifying solutions to the problem of parking space shortfall, the Government will continue to make use of the forecasting models established in the PDS, giving due weight, at the same time, to the findings of illegal parking surveys which are conducted from time to time.

Measures to address the shortfall

15. For private cars the forecast indicates a territory-wide surplus of both domestic and non-domestic private car parking spaces by 2001 but there are a number of districts which are expected to experience a local shortfall. A list of those districts, together with the remedial measures which we intend to take, are provided in Annex B.

16. For goods vehicles, there is a shortfall of spaces in nearly all districts. To address the problem we are pursuing various measures recommended in the PDS, including the following -

(i) Revision of Hong Kong Planning Standards and Guidelines (HKPSG)

HKPSG has been revised in October 1996. The new standards include increased provision of light goods vehicle parking spaces in public housing by 10% and goods vehicles parking spaces in new industrial developments by 60%. We will further review the guidelines to see if there is a need to further increase the ratios so as to create more parking spaces.

(ii) Multi-storey Vehicle Parks

It is Government policy to encourage provision of goods vehicle parking in conjunction with industrial and commercial developments as joint user buildings through the Land Sales Programme. Twelve sites have been identified where multi-storey vehicle parks would be incorporated into

joint developments. These sites have been included in the Land Sales Programme from 1998 to 2003. Among them, four were sold in early 1998 which will provide a total of 3,325 parking spaces, of which 1,300 are for LGVs (see Annex C). Apart from these 12 sites, five more potential sites (see Annex D) are under detailed investigation with a potential to provide an additional 1,740 LGV spaces.

(iii) Public Carparks in Community and GIC Developments

In exceptional circumstances where sufficient goods vehicle parking spaces cannot be supplied by the private sector, parking spaces will be included in sites zoned for community or GIC developments and funded by Government. For example, a lorry park within a Regional Council complex cum GIC development in Tseung Kwan O is planned to accommodate about 130 goods vehicles. Construction will commence in 1999/2000. The Government has identified five more such potential sites to provide 590 LGV parking spaces (see Annex E).

(iv) Overnight On-street Parking Spaces and STT Sites

We will continue to search for more overnight on-street parking spaces and STT sites. Since the completion of the PDS Study in 1995, a total of 630 overnight on-street goods vehicle parking spaces have been implemented bringing the total of such spaces to over 1,100. With regard to STT sites, there are now some 1,222,000 m² of site area providing a total of 29,100 parking spaces of which 12,400 are for goods vehicles.

Conclusion

17. The updated assessment reconfirms that there will be an overall surplus of private car parking spaces in 2001. The Government will continue to implement measures to remedy the situation in those districts experiencing a local shortfall. With regard to goods vehicles, Government will continue to pursue measures recommended in the PDS to increase the supply of parking spaces for goods vehicles.

Parking Demand and Freight Transport Studies
Progress Report on Implementation of Recommendations

Code		PDS/FTS Recommendation	Progress of Implementation
PDS	FTS		
A1	R3	Revision of Hong Kong Planning Standards and Guidelines (HKPSG)	HKPSG has been revised in October 1996. The new standards include increased provision of light goods vehicle parking spaces in public housing by 10%, goods vehicles parking spaces in new industrial developments by 60% and introduce a range of parking provisions for private car parking in public housing. New parking spaces will be generated as developments under the new HKPSG are completed. Further reviews to the HKPSG will be conducted periodically as the situation demands.
A2	R4	On-street overnight parking spaces for goods vehicles	Since February 1996, TD has identified a total of 986 on street parking spaces for goods vehicles, of which, 628 have been implemented by April 1998. The total number of these parking spaces now stands at 1,100. TD will continue to look for additional spaces.

* The code number denotes the reference number used in the original reports of the PDS and FTS.

Code		PDS/FTS Recommendation	Progress of Implementation
PDS	FTS		
A3		Electronic parking meters	A total of 14,000 electronic parking meters will be installed in phases to replace all existing meters. The exercise commenced in April 1998 and so far, 3,506 meters have been installed. The remainder will be completed by end 1998. With the conversion of mechanical parking meters to electronic meters, the introduction of progressive charges for parking meters will become technically feasible. The proposal will be considered together with the review of parking charges.
A4	R9	Privatization of enforcement of parking offences	The proposal was not supported during public consultation. It is felt that private agents, who are profit-oriented, may issue tickets to increase the income of the company, even when such tickets are not strictly warranted.
A5		Differential penalties for parking offences at selected roads and/or areas	The proposal was not supported during public consultation as it was feared that the measure would lead to confusion and was just a revenue raising exercise.

Code		PDS/FTS Recommendation	Progress of Implementation
PDS	FTS		
A6		Kiss and Ride	Sixteen locations have been identified to provide around 340 spaces, of which 228 spaces have been implemented. The remaining spaces will be implemented by 2002. TD will keep on monitoring the implementation progress and seeking to identify more spaces.
A7		Public Transport Improvement Schemes	This is an on-going commitment-measures include new and improved bus services, extension of MTR and KCR lines and introduction of inter-district BOL.
A8	R7	Construction of Multi-Storey Car/Goods Vehicle Parks (MSVPs)	<p>Twelve sites for building MSVPs have been included in the Land Sales Programme. Together, these sites will provide 1,300 LGV, 800 MHGV and 1,220 private car parking spaces. Lands Department will closely monitor the progress of the Land Sales Programme.</p> <p>Parking for container trailers/tractors and storage spaces for container boxes is taken forward under the Third Review of the Port Development Strategy undertaken by the Planning Department.</p>

Code		PDS/FTS Recommendation	Progress of Implementation																										
PDS	FTS																												
A9	R5	Use of Short Term Tenancy (STT) sites for parking	<p>The progress of locating more STT sites for parking is tabulated below:-</p> <table border="1"> <thead> <tr> <th rowspan="2"><u>Date</u></th> <th colspan="3"><u>Types of Vehicles (nos.)</u></th> <th rowspan="2"><u>Area (m²)</u></th> </tr> <tr> <th><u>PC/Van/Taxi</u></th> <th><u>GV</u></th> <th><u>Others</u></th> </tr> </thead> <tbody> <tr> <td>03-94</td> <td>12,200</td> <td>7,700</td> <td>400</td> <td>818,000</td> </tr> <tr> <td>12-95</td> <td>9,800</td> <td>12,400</td> <td>1,700</td> <td>1,097,000</td> </tr> <tr> <td>03-98</td> <td>16,100</td> <td>12,400</td> <td>600</td> <td>1,222,000</td> </tr> </tbody> </table> <p>As can be seen from the above table, in March 1998, a total of 1,222,000 m² of STT sites was available, which provided amongst others a total of 12,400 goods vehicle parking spaces. Lands Department will continue to allocate more STT sites for parking wherever possible.</p>				<u>Date</u>	<u>Types of Vehicles (nos.)</u>			<u>Area (m²)</u>	<u>PC/Van/Taxi</u>	<u>GV</u>	<u>Others</u>	03-94	12,200	7,700	400	818,000	12-95	9,800	12,400	1,700	1,097,000	03-98	16,100	12,400	600	1,222,000
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A10	R6	Use of landfill sites for goods vehicles parking	<p>The Ngau Chi Wan landfill site is now being used as an STT site for goods vehicle parking. A total of 66 medium/heavy goods vehicle spaces are provided. All other land fill sites were examined but were considered unsuitable, either because the land was already committed for other uses or because the location was too remote.</p>																										

Code		PDS/FTS Recommendation	Progress of Implementation
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A11	R8	Overnight parking for goods vehicles within existing/future multi-storey car parks in office developments	Owners of office developments are now allowed to provide parking spaces for non-tenants, subject to an application with the Lands Department.
A12		Underground Parking Facilities	Planning Department has proposed to rezone the Wan Chai Police Station and staff quarters for office, commercial or hotel development with provision of an underground public car park. TD is now studying the details such as size and number of parking spaces and the traffic implications to the road network. An underground lorry park within a Regional Council complex cum GIC development in Tseung Kwan O will be constructed to accommodate about 130 goods vehicles. Construction will commence in 1999/2000. TD will continue to identify further opportunities for underground parking.

Code		PDS/FTS Recommendation	Progress of Implementation
PDS	FTS		
A13		Exemption of Gross Floor Area (GFA) for public car park in private development	Lands Department, upon the request of Transport Department, will ask developers to provide more parking spaces when they are applying for lease modification provided that the total GFA is still within the maximum plot ratio. The additional parking spaces will be subject to payment of a premium at full market value. A sample case is the 280 public lorry parking spaces to be provided in the proposed Cheung Sha Wan Shipyard development.
B1		Provision of Container Vehicle Parking Within Container Terminals	The operator of CT4 has opened up 225 parking spaces in its freight station for parking of container vehicles and trailers. Adequate parking spaces for container vehicles will be provided in conjunction with the development of new container terminals.
B2		Park and Ride	The Sheung Shui Park and Ride Trial Scheme started in December 1997 with 170 parking spaces reserved for Park & Ride. The trial scheme would last for 12 months and the initial results indicate that the trial scheme is a success. The Government is considering to expand the Park & Ride Scheme to other strategic locations. MTRC has already implemented their Park and Ride Scheme at the Tsing Yi and Kowloon Stations in October 1998.

Code		PDS/FTS Recommendation	Progress of Implementation
PDS	FTS		
B3		Advance information systems	This proposal will be further considered as part of the Governments' initiatives to introduce Transport Information System (TIS).
B4		Mechanical parking systems	This proposal appears not too attractive to car park operators because of high costs and the ceiling height constraint in Hong Kong's buildings. However there are already some limited examples of mechanical parking systems in Hong Kong and the Government will approve such systems in suitable situations.

Code		PDS/FTS Recommendation	Progress of Implementation
PDS	FTS		
B5	R19	Daytime Goods Vehicle Ban and Extension of Truck Management Policies	<p>Extension of goods vehicle management policies is pursued as an on-going task. Restrictions /prohibitions are introduced for the following purposes:</p> <ul style="list-style-type: none"> (a) Clearway restrictions are imposed to alleviate traffic congestion especially when it is caused by loading/unloading activities. (b) Weight, length or width restrictions are applied to improve road safety on substandard roads and/or turning movements. (c) Prohibitions of goods vehicles are also imposed to improve environmental conditions especially in residential areas.
	R1 R2	<p>Reclassification of goods vehicles</p> <p>Modification of goods vehicles length limit to allow more efficient use of parking spaces</p>	<p>The length of light goods vehicles of the parking spaces has been revised in HKPSG. Legislation to allow the designation of parking spaces for specific types of vehicles has been implemented.</p> <p>Complete reclassification will not be pursued because of resources implications. Drastic reclassification will also cause confusion to the public and enforcement agents.</p>

Code		PDS/FTS Recommendation	Progress of Implementation
PDS	FTS		
	R10 R11	Lot Assembly and Selective Zoning	The findings and recommendations of the Restructuring of Obsolete Industrial Areas (ROBINA) Case Studies were noted by CPLD on 17 July 1997 and are being further examined under the Urban Renewal Strategy Study, anticipated to be completed in late 1998.
	R12 R16	Allocation of more land for port back-up Improvement of waterfront cargo handling facilities	Five potential sites (a total of 32.1 ha) have been identified for open storage uses subject to the local infrastructure provision and improvements.
	R13	Control of non-conforming land uses	Under the Town Planning (amendment) Ordinance 1991, the Central Enforcement and Prosecution Section of Planning Department takes enforcement action against unauthorised development in areas covered by Development Permission Area Plans. Container backup and open storage uses on agricultural land is one type of unauthorised development. In the period between 1 September 1997 and 31 August 1998, 1,315 enforcement notices were sent and 63 prosecutions.

Code		PDS/FTS Recommendation	Progress of Implementation																							
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	R14 R18	Extension of operating hours at boundary crossings and expansion of boundary crossings facilities	<p>The operating hours of the four boundary crossings will be extended as follows:</p> <table border="1"> <thead> <tr> <th rowspan="2"><u>Checkpoint</u></th> <th colspan="2"><u>Operating Hours</u></th> <th rowspan="2"><u>Effective Date</u></th> </tr> <tr> <th><u>Existing</u></th> <th><u>New</u></th> </tr> </thead> <tbody> <tr> <td>Lo Wu</td> <td>7:00 am-11:00 pm</td> <td>6:30 am-11:30 pm</td> <td>15.10.98</td> </tr> <tr> <td>Lo Ma Chau</td> <td>6:30 am-9:00 pm</td> <td>6:30 a.m-10:00 pm</td> <td>15.10.98</td> </tr> <tr> <td>Man Kam To</td> <td>7:00 am-8:00 pm</td> <td>7:00 am-10:00 pm</td> <td>1.4.99</td> </tr> <tr> <td>Sha Tau Kok</td> <td>7:00 am-6:00 pm</td> <td>7:00 am-8:00 pm</td> <td>1.4.99</td> </tr> </tbody> </table> <p>A project to expand the handling capacity in Lok Ma Chau by increasing the number of kiosks from 14 to 24 is in detailed design stage. The new kiosks are scheduled to be completed in 1999. The number of vehicle laybys will also be increased form 128 to 200 by 2001.</p>		<u>Checkpoint</u>	<u>Operating Hours</u>		<u>Effective Date</u>	<u>Existing</u>	<u>New</u>	Lo Wu	7:00 am-11:00 pm	6:30 am-11:30 pm	15.10.98	Lo Ma Chau	6:30 am-9:00 pm	6:30 a.m-10:00 pm	15.10.98	Man Kam To	7:00 am-8:00 pm	7:00 am-10:00 pm	1.4.99	Sha Tau Kok	7:00 am-6:00 pm	7:00 am-8:00 pm	1.4.99
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	R15	Booking system for collection of containers	<p>According to the current programme, the initial operation of the river trade terminal in Tuen Mun will start in late 1998. The use of a booking system to handle export and re-export container boxes is under consideration by the river trade terminal operators.</p>																							
	R17	Provision of port rail line	<p>Being considered in the context of the implementation of the West Rail.</p>																							

Code		PDS/FTS Recommendation	Progress of Implementation
PDS	FTS		
	R20	Enforcement of goods vehicles weight control	The Administration will continue to increase the use of mobile weighing devices and the number of weigh stations. A review is being undertaken to tackle overloading and insecure loading offences.
	R21 R22 R23 R24	Strengthening of goods vehicles inspection and monitoring development of new engine/fuel technology	<p>The LPG taxis have been operated on trial since November 1997 for completion in November 1998. So far, the trial has run smoothly and drivers are satisfied with the performance of the LPG taxis. Interim review has been completed recently and the findings are encouraging.</p> <p>For the stringent smoke test, TD has introduced an enhanced vehicle emission testing procedure involving engine speed check and air filter check on diesel vehicles starting from November 1997.</p>

Code		PDS/FTS Recommendation	Progress of Implementation
PDS	FTS		
	R25	Guidelines for provision of dangerous goods vehicle facilities	<p>The Gas standards Office of the EMSD controls LPG road tankers and cylinder wagons. Most of these vehicles have designated off street parking spaces near their sites of operation, e.g. LPG road tankers are only permitted to park at the terminals in Tsing Yi overnight. For LPG cylinder wagon parking, a territory wide search for overnight parking sites has been conducted. Two sites were found in Tuen Mun and Kwai Tsing and are in operation. One site in Southern District is under planning and will be opened in late October 1998. Once the site is in operation, the wagons will be banned from on-street parking within that district. Search for additional sites is continuing.</p> <p>FSD controls vehicles used for the conveyance of Cat. 2 (except LPG) and Cat. 5 dangerous goods. Enforcement actions are taken against dangerous goods vehicle left unattended when laden with Cat. 2 (except LPG) and Cat. 5 dangerous goods.</p>
	R26 R27	Retention of the existing air cargo terminal in Kai Tak. Establishing new air cargo consolidation centres	The Kai Tak Airport has been zoned for other purposes.

Code		PDS/FTS Recommendation	Progress of Implementation
PDS	FTS		
	R28	Introduction of user-related charging for all traffic	The recommendation is being pursued in the context of the feasibility study on Electronic Road Pricing (ERP). The appointed consultant began the Study in March 1997 for completion in 1999.
		Use of parking facilities in Government buildings and venues of the municipal councils and public cargo working areas for overnight parking (recommended by LegCo Transport Panel)	Central Government Offices (CGO), Queensway Government Offices and Murray Building are already opened for commercial operation after office hours and they together provide 1,032 private car spaces and 36 motorcycle spaces. Wanchai GO will provide 472 nighttime parking spaces for private cars as soon as alterations are completed by the end of the year. Tenders for the North Point GO have also been invited recently. GPA will continue to identify more spaces in Government buildings for overnight parking.

**Measures to Increase the Supply of Private Car Parking Spaces
in Districts with Forecast Shortfalls in 2001**

District	Shortfall	Measures	Remarks
Eastern	20,800 domestic spaces	<p>(a) The shortfall is partly offset by the 16,800 would be non-domestic spaces.</p> <p>(b) Potential multi-storey vehicle park (MSVP) sites identified at -</p> <p>(i) Siu Sai Wan to provide 330 private car parking spaces.</p> <p>(ii) Lo Shui Pai to provide a total of 200 parking spaces.</p> <p>(c) The Government will continue to identify more STT sites for parking.</p>	<p>The Siu Sai Wan site was sold in March 1997.</p> <p>The Lo Shui Pai site has been included in the Land Sales Programme.</p>
Yau Tsim Mong	6,000 domestic & 9,100 non-domestic spaces	<p>(a) Potential MSVP sites identified at -</p> <p>(i) Road L11, West Kowloon Reclamation to provide a total of 350 parking spaces, of which 150 are for private cars.</p> <p>(ii) East of Road D1, West Kowloon Reclamation to provide a total of 360 parking spaces, of which 150 are for private cars.</p> <p>(iii) Sai Yee St/Argyle St to provide a total of 210 parking spaces, of which 90 are for private cars.</p> <p>(b) The Government will continue to identify more STT sites for parking.</p>	<p>The development programmes for these 3 MSVP sites are yet to be finalized.</p>

District	Shortfall	Measures	Remarks
Central & Western	3,200 domestic spaces	(a) About 180 parking spaces will be provided in the proposed FSD Workshop in Western Reclamation. (b) The Government will continue to identify more STT sites for parking.	Development details for the FSD Workshop are now being investigated by ASD.
Wan Chai	1,900 domestic spaces	(a) The shortfall is offset by the surplus of 4,450 non-domestic spaces. (b) The Government will continue to identify more STT sites for parking.	
Wong Tai Sin	3,700 non-domestic spaces	(a) The shortfall is offset by the surplus of 5,900 domestic spaces. (b) Potential MSVP site identified at King Fuk St to provide a total of 345 parking spaces. (c) The Government will continue to identify more STT sites for parking.	The development programme for the MSVP site is yet to be finalized.

**Proposed Multi-Storey Vehicle Park Sites
included in the Land Sales Programme**

<u>Award Date</u>	<u>Lot No.</u>	<u>Location</u>	<u>Use</u>	<u>Car Park Nos.</u>
7 April 1998	YLTL No. 443	Tung Tau Industrial Area, Yuen Long	Multi-Storey Car Park	*120 PC *60 LGV *30 HGV [*Estimated nos.]
24 April 1998	NKIL No. 6268	Wang Tai Rd/Wang Yuen Rd/Wang Mau Rd, Kln Bay	Non-Industrial and Multi-Storey Car Park	200 PC 75 LGV 25 HGV
15 May 1998	Lot No. 1140 in DD215	Area 3, Sai Kung	Non-Industrial and Multi-Storey Car Park	200 PC 100 LGV 50 HGV
29 May 1998	NKIL No. 5927	Sheung Yee Rd/Wang Chiu Rd, Kln Bay	Industrial/Office and Multi-Storey Car Park	100 LGV 100 HGV

<u>Invitation Date</u>	<u>Lot No.</u>	<u>Location</u>	<u>Use</u>	<u>Car Park Nos.</u>
*July 1998	NKIL No. 6269	Hoi Bun Rd/Shun Yip St/Wai Yip St, Kwun Tong	Commercial/Office and Multi-Storey Car Park	100 PC 100 LGV 50 HGV
*September 1998	NKIL No. 6195	Cha Kwo Ling Rd, Kwun Tong	Commercial and Multi-Storey Car Park	200 PC 75 LGV 25 HGV
*March 1999	KIL No. 11103	Hung Hom Bay Reclamation	Commercial and Multi-Storey Car Park	200 LGV 60 HGV
December 1999	NKIL No. 6314	Kai Cheung Rd/Wang Kwong Rd, Kln Bay	Commercial and Multi-Storey Car Park	200 PC 75 LGV 25 HGV
2000/2001	Site No. 9	Lo Shue Pai, Chai Wan Reclamation	Industrial/Godown and Public Lorry Park	200 LGV 200 HGV
2001/2002	STTL 443	Kwei Tei St, Fo Tan, Sha Tin	Industrial/Godown Public Lorry Park	180 LGV
2002/2003	STTL 433#	Shek Mun, Area 11, Sha Tin	Industrial/Office and Public Lorry Park	100 PC 100 LGV 120 HGV
2002/2003	STTL 463#	Shek Mun, Area 11, Sha Tin	Industrial/Godown and Public Lorry Park	100 PC 35 LGV 120 HGV
Total				1,220 PC 1,300 LGV 805 HGV

Note: * Sales of sites in the 1998/99 Land Sales Programme have been suspended till 31.3.1999 as announced by the Government on 22.6.1998.

Potential sale site for Commercial/Residential use adjoining the Ma On Shan Rail Shek Mun Station.

Potential Vehicle Park Sites Shortlisted for Priority Consideration

<u>District</u>	<u>Location</u>	<u>No. of Parking Spaces</u>				<u>Total</u>
		<u>PC</u>	<u>LGV</u>	<u>M/HGV</u>	<u>Container</u>	
Kwun Tong	Tsun Yip St, Kwun Tong	200	220	80	-	500
Sham Shui Po	West Kln Reclamation, CSW West	35	20	-	-	55
Kwai Tsing	Kwai Chung Rd/Kwai Fuk Rd	65	40	20	20	145
	Near CT8 Back-up Area, Stonecutters	-	1,400	-	-	1,400
Tuen Mun	Coastal area by eastern end of TM A.40	110	60	35	-	205
Sheung Shui	Sheung Shui Area 4	-	-	350	-	350
		410	1,740	485	20	2,655

Potential Vehicle Park Sites to be Integrated into GIC Developments

<u>District</u>	<u>Location</u>	<u>No. of Parking Spaces</u>				<u>Total</u>
		<u>PC</u>	<u>LGV</u>	<u>M/HGV</u>	<u>Container</u>	
Western	Western Reclamation, FSD Workshop	-	180	-	-	180
Yau Tsim Mong	Rd L11, WKR, YMT West KIn Reclamation	150	150	50	-	350
	East of Rd D1, WKR, YMT West KIn Reclamation	150	150	50	-	350
Yuen Long	Tin Shui Wai Area 32	100	55	30	-	185
Tuen Mun	S/O Nam Fung Ind. City, TM Area 17	100	55	35	-	190
		500	590	165	0	1,255