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LEGISLATIVE COUNCIL PANEL ON TRANSPORT

Report on Parking Demand and Supply and Progress of Improvement Measures

PURPOSE

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

BACKGROUND

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

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

Parking Demand and Supply

4. Different categories of vehicles have different parking demand and supply situations. The parking demand of each category is closely related to its fleet size. As at September 2003, the total number of licensed vehicles in Hong Kong was about 522 700, of which 64.7% were private cars, 21.5% were goods vehicles, 1.4% were coaches, 5.7% were motorcycles, 3.5% were taxis, 0.8% were public light buses and the remaining 2.4% were government vehicles, special purpose vehicles and franchised buses.

5. The Parking Demand Model is used to assess the demand for parking spaces of four main categories of vehicles, viz. private cars (including light vans[1] and taxis), goods vehicles[2], coaches and motorcycles, which together constitute around 96.8% of the total vehicle fleet. Taxis are included in the category of private cars because the size of the vehicles and the parking behaviour of their drivers are similar. Likewise, light vans are also classified as private cars instead of goods vehicles as they can be parked in private car parking spaces. The supply of parking spaces is determined by the inventory of on-street and off-street parking provisions.

6. The total vehicle fleet size is estimated to grow from 522 700 in September 2003 to 573 900 in 2006 and 645 300 in 2011, representing an average growth rate of 2.7% per annum up to 2011. The future supply of parking spaces for 2006 and 2011 is assessed on the basis of the current parking inventory and the latest projected land use planning data. The parking standards promulgated in the current Hong Kong Planning Standards and Guidelines (HKPSG) are applied to planned developments in calculating the supply. The overall projected demand and supply situation for 2006 and 2011, broken down by region, are summarised in **Table 1**. Detailed analysis for individual vehicle categories is set out in the following paragraphs.

Private Cars

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

Night-time parking

8. The territory-wide parking demand and supply of private cars during night-time are shown in **Figure 1** while the situation on a district basis is summarised in **Table 2**. Over the territory, there is generally a surplus of private car parking spaces. Between December 2002 and September 2003, the

[1] "Light vans" refer to those vehicles registered as light goods vehicles with van-type bodies.

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

demand for night-time private car parking spaces dropped from 396 400 to 391 700. During the same period, the supply of parking spaces decreased by 500 from 486 100 to 485 600. The overall surplus increased from 89 700 in December 2002 to 93 900 in September 2003. At district level, only North District has a shortfall in the provision of private car parking spaces.

9. We project that the surplus will be reduced steadily from 93 900 in September 2003 to 83 400 in 2006 and 70 800 in 2011. At the district level by 2006, only the North District will continue to have a shortfall. However, by 2011, both the North District and North Lantau will have shortfalls.

Day-time parking

10. The territory-wide day-time parking situation of private cars is shown in **Figure 2**. In September 2003, the demand and supply of day-time parking spaces were 133 400 and 237 700 respectively, resulting in a surplus of 104 300 spaces. Although there is a good supply of parking spaces, some localities do have occasional shortfalls where demand exceeds supply. For example, although there is a surplus of parking spaces in Wan Chai as a whole, the demand for parking spaces in Causeway Bay will exceed the supply on holiday afternoons due to the concentration of visitors at busy shopping areas.

11. Looking ahead, the surplus of day-time parking spaces for private cars will increase from 104 300 in September 2003 to 110 400 in 2006. By 2011, the surplus will be reduced to 101 800.

<u>Goods Vehicles</u>

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

Night-time parking

13. **Figure 3** presents the territory-wide night-time demand and supply in respect of goods vehicle parking spaces while the situation on a district basis is in **Table 3**. Between December 2002 and September 2003, the number of goods vehicles dropped from 73 700 to 72 800. During the same period, the supply of parking spaces increased by 2 000. Consequently, the shortfall of goods vehicle parking spaces decreased from 13 300 in December 2002 to 10 400 in September 2003. It should be noted that according to the Cross Boundary Traffic Surveys carried out by Transport Department (TD) in May 2003, about 7 600 goods vehicles frequently stayed overnight in the Mainland. In addition, the PDS2 estimated that about 4 000 goods vehicles would be in operation during night-time. These two factors reduce the shortfall of 10 400 spaces for the night-time parking of goods vehicles.

14. As regards the future demand for night-time goods vehicle parking spaces, we project that it will grow to 73 500 in 2006 and 75 300 in 2011. However, there would also be an increase in the supply. Hence, the overall shortfall of parking spaces for goods vehicles in the territory is predicted to decrease from 10 400 in September 2003 to 7 700 in 2006 and 5 700 in 2011. In view of the growing economic ties with the Guangdong region, we believe more and more goods vehicles will be stationed overnight in the Mainland. Therefore, the overall shortfall is expected to be less than the above forecast.

15. Taking a closer look at different categories of goods vehicles, the shortfall in LGV parking spaces will decline from 3 800 in September 2003 to 2 600 in 2006 and 600 in 2011 as set out in **Figure 4**. **Figure 5** shows that the shortfall of M/HGV parking spaces will drop from 6 200 in September 2003 to 4 600 in 2006 and 4 300 in 2011. As for CVs, **Figure 6** shows that the shortfall will increase from 400 in September 2003 to 500 in 2006 and 800 in 2011.

Day-time parking

16. During the day, the majority of goods vehicles are on the move and hence the demand for parking spaces is much less than that at night-time. The day-time demand and supply situation for goods vehicle parking spaces is

reflected in **Figure 7**. There is no shortfall for all categories of goods vehicles. The overall surplus of day-time goods vehicle parking spaces increased from 14 400 in December 2002 to 15 200 in September 2003.

17. We project that there will continue to be a surplus of parking spaces for all categories of goods vehicles during day-time. As presented in **Figure 7**, the overall surplus is estimated to increase from 15 200 in September 2003 to 16 700 in 2006 and 16 800 in 2011.

Motorcycles

Night-time parking

18. **Figure 8** indicates that the territory-wide demand and supply of motorcycle parking spaces in September 2003 were 29 400 and 19 300 respectively. The overall shortfall in night-time parking spaces was 10 100, compared with 10 400 in December 2002. The situation on a district basis is summarised in **Table 4**.

19. As for the future night-time demand and supply for motorcycle parking, it is projected that the overall shortfall of spaces will decrease from 10 100 in September 2003 to 8 200 in 2006 and 7 700 in 2011.

Day-time parking

20. According to **Figure 9**, the territory-wide demand and supply of day-time motorcycle parking spaces in September 2003 were 7 900 and 7 700 respectively. There was a decline in the shortage of parking spaces from 400 in December 2002 to 200 in September 2003.

21. It is projected that the supply of day-time motorcycle parking spaces will be sufficient to meet the demand by 2006, and there will be a surplus of 400 spaces by 2011.

<u>Coaches</u>

Night-time parking

22. The night-time demand and supply for coaches is set out in **Figure 10** while the situation on a district basis is in **Table 5**. Between December 2002 and September 2003, the demand for coach parking spaces increased slightly from 6 900 to 7 000. During the same period, the supply also increased slightly by 100 spaces. Most of these are on-street coach parking spaces. As a result, the overall shortfall of night-time coach parking spaces remained at 3 700.

23. As a result of the Government's policy to promote tourism, the fleet size of coaches is expected to expand in the coming years. It is projected that the demand for coach parking spaces will grow from 7 000 in September 2003 to 7 500 in 2006 and 8 500 in 2011. As there will also be an increase in the supply side, the shortage of night-time coach parking spaces will remain unchanged in 2006 (i.e. 3 700), but will increase to 4 000 by 2011.

Day-time parking

24. Given the relatively small fleet size of coaches and the fact that they are mostly running on the roads during day-time, no major problems are observed in respect of day-time parking. According to parking forecasts, no significant problems are envisaged for day-time coach parking in 2006 and 2011. However, there is a shortage of coach loading/unloading facilities at some popular sightseeing spots.

<u>Taxis</u>

25. As mentioned in paragraph 5, taxis are included in the category of private cars for the purpose of calculating their parking demand and supply. We have not observed any major problems in the provision of parking spaces. However, to cater for the special needs of taxi drivers during change of shifts, meal breaks and toilet breaks in the day, we will continue to provide more half-hourly metered parking spaces in the territory. So far, 845 such metered spaces are available.

Public Light Buses (PLBs)

26. PLBs comprise red minibuses and green minibuses. As the total number of PLBs has been confined to 4 350, the demand for PLB parking spaces has been stable. On the supply side, PLBs can park at designated PLB stands, short term tenancy (STT) sites and on-street parking spaces. There was an adequate supply of PLB parking spaces in the territory in September 2003[3].

Overnight Parking Surveys

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

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

Vehicle Category	Surplus (+) / shortfall (-) of night-time parking spaces	Number of vehicles parked outside designated / formal parking spaces at night-time
Private Cars	+93,900	10,400
Motorcycles	-10,100	900
Coaches	-3,700	800
Light Goods Vehicles	-3,800	2,300
Medium/ Heavy Goods Vehicles	-6,200	2,500
Container Vehicles	-400	1,300

[3] There are no projections on the parking situation of PLBs in 2006 and 2011. PLBs are not included in the Second Parking Demand Study as most of them are on the move during day-time and parked at PLB stands, public transport interchanges or along the kerbsides of quiet roads during the overnight period when they are not in business.

29. The results of the survey indicate that the shortfalls are not as serious as the theoretical assessment suggests. This is largely because the theoretical assessment only takes into account the inventory of formal parking spaces on the supply side. In practice, vehicles are also accommodated in places like wholesale markets, factories, spare land adjacent to village development and non-government land awaiting permanent development. Although the vehicles are not occupying formal parking spaces, they generally do not cause any traffic obstruction. Hence, some districts with theoretical shortfall of parking spaces do not have severe parking problems.

30. Another survey to assess the actual parking situation is the Overnight Parking Survey at STT Sites. The latest survey revealed that the night-time utilisation rate of STT sites was about 70%, leaving about 422 000 m^2 of space for parking. This amount of unused land is able to accommodate 10 550 LGVs, 7 000 M/HGVs, 4 700 CVs, 7 000 coaches or 84 000 motorcycles.

Remedial Measures

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

<u>Application of the Revised Hong Kong Planning Standards and Guidelines (HKPSG)</u>

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

33. Other revisions include new guidelines on parking of coaches, vehicles powered by liquefied petroleum gas and vehicles driven by disabled persons; new provision ratio of loading/unloading spaces for light goods vehicles and heavy goods vehicles at commercial facilities; revised standards to allow flexible design of motorcycle parking spaces; and new parking standards for industrial and commercial developments. Bicycle parking guidelines have also been revised under the HKPSG. The revised or new guidelines will better address the parking demand of different vehicle types in accordance with changing circumstances.

Provision of Multi-storey Vehicle Parks

34. It is the Government's policy to encourage provision of public parking spaces in joint-user buildings through the Land Sales/Development Programme to address the shortfall of parking spaces for certain vehicle categories. For instance, to address the parking demand in Stanley during weekends/holidays, a government multi-storey public car park is being planned to provide parking spaces for 247 private cars and 12 motorcycles. In addition, to help relieve the problem of illegal parking in central Tai Po, a multi-storey car park will be incorporated in a development site at Po Heung Street to provide parking spaces for 100 private cars, 20 goods vehicles and 15 motorcycles.

Flexible Provision of Motorcycle Parking

35. The latest revision to HKPSG has abandoned the requirement to designate five motorcycle parking spaces in a row. This would allow more flexible and integrated design for motorcycle parking within new developments. The new standard will also encourage provision of motorcycle parking spaces in the odd corners within the developments, which would better utilise all the space.

36. In January 2004, TD reviewed the utilisation of their multi-storey car parks and converted some private car spaces to 270 additional motorcycle parking spaces. TD will keep in view their utilisation rate and will further adjust the provision level of different types of parking spaces to meet the demand.

Use of STT Sites for Parking

37. As at September 2003, there were 212 STT sites, providing 25 200, 11 700 and 700 parking spaces for private cars, goods vehicles and coaches respectively. The use of STT sites for parking has proved to be effective in supplying a large number of parking spaces for different types of vehicles in the territory.

38. For commercial reasons, some car park operators on STT sites favour the provision of parking spaces for private cars rather than other vehicle types. To promote the use of STT sites for motorcycle and coach parking, TD is working together with Lands Department to impose special lease conditions requiring car park operators to provide a minimum number of parking spaces for specified vehicle types during the renewal of existing STTs and the granting of new STTs. Through the conversion of some existing private car parking spaces, the rough estimate is that parking spaces for some 1 700 goods vehicles, 8 000 motorcycles and 600 coaches may be provided by 2011.

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

39. Currently, we have made use of 65 container back-up areas in the New Territories to provide 5 430 goods vehicle and 2 270 coach parking spaces. We plan to use 15 more sites at Container Terminal No. 9 and in the Kwai Tsing area to provide an additional 4 620 goods vehicles and 1 930 coach parking spaces in future.

Effects of Measures

40. We believe that the effects of the above major remedies measures will be as follows -

	Goods Vehicle				Motor-Cycle	Coach
	LGV	**M/HGV**	**CV**	**Total**		
Forecast 2011 night-time (critical) situation (A)	-600	-4,300	-800	-5,700	-7,700	-4,000
Major Remedial Measures						
Provision of MSVPs	0	20	0	20	27	0
Conversion of some private car spaces at STT sites	180	1,280	240	1,700	8,000	600
Provision of parking spaces in container back-up areas	3,000	5,350	1,700	10,050	0	4,200
Total (B)	3,180	6,650	1,940	11,770	8,027	4,800
Forecast 2011situation with major remedial measures in place (A) + (B)	+2,580	+2,350	+1,140	+6,070	+327	+800

Note: + surplus; - shortfall

Coach Pick-up/Set-down Facilities

41. With the continuous increase in the number of tourists visiting Hong Kong, we consider it essential to constantly review the existing and planned provision at 27 major tourist attraction spots over the territory. The detailed arrangements are shown in **Table 6**. We will continue to monitor closely the demand for pick-up/set-down facilities, with a view to facilitating the tourist industry and, at the same time, easing traffic flow.

WAY FORWARD

42. The challenge for the Government is to achieve a reasonable and manageable balance between the demand for and supply of parking spaces for all types of vehicles in the coming years. To meet this objective, we will take measures to provide adequate parking facilities and to curb illegal parking.

43. The inter-departmental Working Group on Parking will continue to co-ordinate, monitor and review the implementation of all parking-related improvement measures. Quarterly meetings will continue to be held to discuss the progress of remedial measures, problems encountered in the implementation process and new initiatives to ameliorate the parking situation.

Environment, Transport and Works Bureau
June 2004

Table 1

2006/2011 Parking Situation - TAC Paper 2004

		2006 Forecast by Region					2011 Forecast by Region				
Vehicle type	Parking Situation	Hong Kong Island	Kowloon	NT (West) including North Lantau	NT (East)	**Overall**	Hong Kong Island	Kowloon	NT (West) including North Lantau	NT (East)	**Overall**
Private Car/ Taxi/ Light Van	Demand	118,500	98,300	113,900	105,600	**436,300**	127,500	116,800	134,500	118,900	**497,700**
	Supply	133,400	132,800	128,400	125,100	**519,700**	141,600	144,400	143,000	139,500	**568,500**
	Surplus/ Shortfall (-)	14,900	34,500	14,500	19,500	**83,400**	14,100	27,600	8,500	20,600	**70,800**
Goods Vehicle	Demand	7,300	15,300	29,200	21,700	**73,500**	7,000	15,400	30,600	22,300	**75,300**
	Supply	7,300	19,200	27,700	11,600	**65,800**	7,700	20,200	29,400	12,300	**69,600**
	Surplus/ Shortfall (-)	0	3,900	-1,500	-10,100	**-7,700**	700	4,800	-1,200	-10,000	**-5,700**
Coach	Demand	2,100	2,200	1,600	1,600	**7,500**	2,200	2,400	2,100	1,800	**8,500**
	Supply	900	1,400	700	800	**3,800**	1,000	1,700	900	900	**4,500**
	Surplus/ Shortfall (-)	-1,200	-800	-900	-800	**-3,700**	-1,200	-700	-1,200	-900	**-4,000**
Motorcycle	Demand	3,500	11,500	10,000	6,900	**31,900**	7,100	11,700	9,200	9,200	**37,200**
	Supply	5,100	8,100	5,000	5,500	**23,700**	6,000	9,500	6,900	7,100	**29,500**
	Surplus/ Shortfall (-)	1,600	-3,400	-5,000	-1,400	**-8,200**	-1,100	-2,200	-2,300	-2,100	**-7,700**

Table 2

Private Car - Night-time Demand & Supply Analysis

District	2003			2006			2011		
	Demand	Supply	Surplus/Shortfall	Demand	Supply	Surplus/Shortfall	Demand	Supply	Surplus/Shortfall
Central & Western	28,741	29,707	966	30,245	31,208	963	30,987	31,050	63
Wanchai	18,606	23,894	5,288	19,272	24,627	5,355	19,846	25,339	5,493
Eastern	40,510	42,090	1,580	43,176	43,763	587	45,561	48,261	2,700
Southern	23,022	31,631	8,609	25,815	33,793	7,978	31,114	36,938	5,824
Yam Tsim Mong	12,382	20,220	7,838	14,291	21,760	7,469	15,102	24,082	8,980
Sham Shui Po	15,821	22,508	6,687	16,949	23,415	6,466	18,645	24,264	5,619
Kowloon City	27,405	38,331	10,926	29,878	40,174	10,296	36,070	43,670	7,600
Wong Tai Sin	12,554	15,266	2,712	14,288	16,243	1,955	18,024	18,178	154
Kwun Tong	20,981	28,514	7,533	22,849	31,207	8,358	28,975	34,163	5,188
Tsuen Wan	17,309	23,117	5,808	18,867	24,291	5,424	20,358	25,094	4,736
Tuen Mun	31,838	34,470	2,632	38,173	38,888	715	44,935	45,272	337
Yuen Long	25,254	27,379	2,125	30,197	30,807	610	35,075	36,127	1,052
North	18,888	16,685	-2,203	20,107	18,017	-2,090	21,023	19,120	-1,903
Tai Po	16,921	18,828	1,907	18,889	20,033	1,144	21,307	21,980	673
Sai Kung	17,068	24,164	7,096	17,761	26,860	9,099	21,847	29,734	7,887
Shatin	41,985	56,729	14,744	48,873	60,173	11,300	54,768	68,714	13,946
Kwai Tsing	19,233	28,667	9,434	22,288	30,020	7,732	25,667	31,168	5,501
North Lantau	3,146	3,331	185	4,342	4,433	91	8,425	5,365	-3,060
Total	**391,662**	**485,531**	**93,869**	**436,260**	**519,712**	**83,452**	**497,729**	**568,519**	**70,790**

Table 3

Goods Vehicle - Night-time Demand & Supply Analysis

District	2003			2006			2011		
	Demand	Supply	Surplus/Shortfall	Demand	Supply	Surplus/Shortfall	Demand	Supply	Surplus/Shortfall
Central & Western	1,948	2,048	100	1,939	2,189	250	1,929	2,349	420
Wanchai	928	375	-553	936	388	-548	830	434	-396
Eastern	3,129	2,904	-225	3,296	3,058	-238	3,130	3,143	13
Southern	1,121	1,519	398	1,153	1,687	534	1,150	1,774	624
Yam Tsim Mong	2,925	3,868	943	2,969	3,979	1,010	2,894	4,198	1,304
Sham Shui Po	2,860	5,352	2,492	2,910	5,433	2,523	2,845	5,549	2,704
Kowloon City	2,306	2,531	225	2,340	2,683	343	2,577	2,911	334
Wong Tai Sin	2,075	1,448	-627	2,073	1,585	-488	2,120	1,663	-457
Kwun Tong	4,684	4,978	294	4,973	5,517	544	4,998	5,903	905
Tsuen Wan	4,190	1,974	-2,216	4,133	2,029	-2,104	4,016	2,049	-1,967
Tuen Mun	5,885	4,058	-1,827	5,819	4,132	-1,687	6,350	4,650	-1,700
Yuen Long	8,589	4,862	-3,727	8,587	5,172	-3,415	9,177	5,573	-3,604
North	7,147	2,426	-4,721	7,132	2,474	-4,658	7,329	2,602	-4,727
Tai Po	3,940	1,957	-1,983	3,893	1,991	-1,902	4,009	2,007	-2,002
Sai Kung	4,258	1,921	-2,337	4,346	2,338	-2,008	4,614	2,648	-1,966
Shatin	6,225	4,601	-1,624	6,316	4,835	-1,481	6,364	5,042	-1,322
Kwai Tsing	8,133	14,264	6,131	8,199	15,081	6,882	8,287	15,820	7,533
North Lantau	2,472	1,226	-1,246	2,511	1,248	-1,263	2,740	1,272	-1,468
Total	**72,816**	**62,312**	**-10,504**	**73,525**	**65,819**	**-7,706**	**75,359**	**69,587**	**-5,772**

Table 4

Motorcycle - Night-time Demand & Supply Analysis

District	2003			2006			2011		
	Demand	Supply	Surplus/Shortfall	Demand	Supply	Surplus/Shortfall	Demand	Supply	Surplus/Shortfall
Central & Western	975	933	-42	880	1,151	271	2,440	1,383	-1,057
Wanchai	641	733	92	635	818	183	1,247	883	-364
Eastern	1,609	1,613	4	951	1,819	868	2,308	2,109	-199
Southern	1,110	1,065	-45	1,009	1,322	313	1,120	1,681	561
Yam Tsim Mong	1,665	1,195	-470	2,257	1,478	-779	2,683	1,781	-902
Sham Shui Po	1,499	959	-540	1,733	1,064	-669	1,761	1,161	-600
Kowloon City	2,043	1,102	-941	2,402	1,319	-1,083	2,517	1,688	-829
Wong Tai Sin	2,056	1,409	-647	2,213	1,557	-656	1,731	1,719	-12
Kwun Tong	2,754	2,176	-578	2,925	2,706	-219	2,982	3,186	204
Tsuen Wan	971	571	-400	808	717	-91	1,515	814	-701
Tuen Mun	1,924	728	-1,196	2,221	1,108	-1,113	3,108	1,900	-1,208
Yuen Long	2,465	788	-1,677	3,321	1,102	-2,219	2,105	1,788	-317
North	1,338	402	-936	1,636	549	-1,087	2,015	687	-1,328
Tai Po	716	443	-273	524	583	59	747	801	54
Sai Kung	1,900	1,873	-27	2,244	2,256	12	2,143	2,602	459
Shatin	2,570	1,624	-946	2,532	2,044	-488	4,331	3,002	-1,329
Kwai Tsing	2,793	1,552	-1,241	3,024	1,758	-1,266	1,979	1,946	-33
North Lantau	388	180	-208	603	303	-300	446	407	-39
Total	**29,419**	**19,346**	**-10,073**	**31,918**	**23,652**	**-8,266**	**37,178**	**29,537**	**-7,641**

Table 5

Coach - Night-time Supply & Demand Analysis

District	2003			2006			2011		
	Demand	Supply	Surplus/Shortfall	Demand	Supply	Surplus/Shortfall	Demand	Supply	Surplus/Shortfall
Central & Western	350	75	-275	364	86	-292	438	105	-334
Wanchai	133	131	-2	143	150	16	132	181	48
Eastern	1,281	304	-977	1,362	353	-1,079	1,378	430	-948
Southern	192	224	32	213	257	49	261	310	49
Yam Tsim Mong	375	630	255	429	722	288	385	868	483
Sham Shui Po	353	109	-244	369	128	-263	353	157	-196
Kowloon City	438	333	-105	476	384	-142	563	465	-98
Wong Tai Sin	220	70	-150	134	83	-41	245	103	-141
Kwun Tong	685	77	-608	751	86	-670	851	100	-750
Tsuen Wan	382	41	-341	408	45	-362	443	52	-391
Tuen Mun	289	122	-167	360	141	-224	363	170	-193
Yuen Long	346	147	-199	332	164	-185	541	191	-350
North	305	70	-235	456	80	-366	391	95	-296
Tai Po	112	54	-58	83	58	-13	115	65	-49
Sai Kung	280	248	-32	201	273	61	323	313	-10
Shatin	753	299	-454	848	348	-523	983	425	-558
Kwai Tsing	346	145	-201	325	165	-64	381	196	-185
North Lantau	135	181	46	224	214	-16	342	266	-76
Total	**6,977**	**3,260**	**-3,717**	**7,479**	**3,739**	**-3,740**	**8,489**	**4,492**	**-3,997**

Table 6

Review of Coach Parking and Loading/Unloading Facilities
<u>at Major Tourist Attraction Spots</u>

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

Location	**Latest Situation**
(A) Hong Kong	
1. Convention Avenue (near Golden Bauhinia Plaza)	At present, there are 9 coach parking spaces on Expo Drive East. For large scale events, these parking spaces as well as the bus terminus at Expo Drive East will be made available to facilitate pick-up/set-down activities of tourist coaches and to maintain smooth traffic flow in the area.
2. Central Ferry Piers	Currently L/UL facilities include: • 1 lay-by of 70m long outside Piers Nos. 4-7. • 1 lay-by of 30m long outside Piers Nos. 2-3. Recent observations reveal that L/UL activities at the lay-bys are satisfactory.
3. The Peak	Current L/UL facilities include 19 coach parking spaces and 2 lay-bys (for all vehicles) inside the Peak Galleria. No on-street parking spaces could be provided due to site constraints.
4. Stubbs Road Lookout	4 lay-by spaces outside the Lookout have been designed for the picking up/setting down of passengers for all types of vehicles from 4:00pm to 10:00pm daily since June 2002. HKPF has deployed traffic wardens and police officers to conduct traffic control at the Lookout Point on a daily basis.
5. Repulse Bay	Current parking and L/UL facilities include: • 6 coach parking spaces and 4 coach lay-bys at Beach Road • 1 coach parking space at South Bay Road (converted from FEHD’s parking space since August 2002)

Location	Latest Situation
6. Aberdeen Typhoon Shelter	Current L/UL facilities include: • one recently converted lay-by (for all vehicles) opposite to Aberdeen Marina Club • 9 coach parking spaces at Broadview Court residential estate
7. Stanley Market	Current parking and L/UL facilities include: • 4 coach parking spaces at Stanley Beach Road • 3 coach parking spaces at Stanley Mount Road • 8 coach lay-bys at Stanley Plaza The proposal for converting 5 private car parking spaces into 2 coach parking spaces on Carmel Road was circulated, but was objected to by the locals. Owing to space constraints, the provision of coach parking spaces at Stanley Village Road is not feasible. During holidays, members of the public are encouraged to use the service of the 11 regular franchised bus routes and the 4 GMB routes serving the area.
8. Man Mo Temple and Cat Street Market	Current L/UL facilities include 3 coach parking spaces at Hollywood Road, one of which has recently been added.
9. Statue Square	The current L/UL facilities include: • 1 lay-by (for all vehicles) at Jackson Road • 2 lay-bys (for all vehicles) at Chater Road (1 lay-by o/s Prince's Building and 1 lay-by o/s Statue Square) In view of site constraints and heavy traffic, no existing L/UL bays at Jackson Road can be assigned for use by coaches only. "No waiting" road markings are added at the lay-bys on Jackson Road to regulate the usage.

Location	Latest Situation
(B) Kowloon	
10. Middle Road/Hankow Road	The current L/UL facilities include: • 4 coach parking spaces at Hankow Road • 3 lay-bys of total length of 150m (for all vehicles) at Hankow Road With the implementation of two new traffic management schemes (Peking Road Gyratory Scheme and Salisbury Road Widening) in Tsim Sha Tsui since mid-2002, traffic flows entering the local streets like Peking Road have been reduced. As a result, usage of the kerbside L/UL bays along Hankow Road is found to be satisfactory.
11. Bristol Avenue	As the subject area is being affected by the Kowloon-Canton Railway Extension to Tsim Sha Tsui Project, the demand for coach parking spaces will be reviewed after completion of the construction works by end 2004.
12. Wong Tai Sin Temple	There are planning proposals of the vacant land outside the Wong Tai Sin Temple. Areas will be designated for different purposes, including the Confucian Academy, Wong Tai Sin Temple Extension, public transport terminus, and open space. Parking spaces for coaches will be provided within the Wong Tai Sin Temple Extension and Confucian Academy as long-term measures. In the meantime, a piece of vacant land adjacent to the proposed Wong Tai Sin Temple Extension is used for coach parking under a short-term tenancy.
13. Bird Garden, Yuen Po Street	A total of 3 L/UL bays for use by all vehicles have been provided at Flower Market Road, the western side of Sai Yee Street, and a short section of Prince Edward Road between Yuen Po Street and Yuen Ngai Street.
14. Jade Market	Currently 1 lay-by (for all vehicles) is provided at Public Square Street. Another lay-by (for all vehicles) is provided at Reclamation Street.

Location	Latest Situation
15. Tsim Sha Tsui Waterfront	Arrangement is being made to reinstate the pavement area adjacent to the New World Centre as a long general lay-by upon completion of the East Rail Works. The lay-by is able to accommodate 10 coaches. Four L/UL spaces for coaches have been allowed in the proposal for the future Cultural Square at Salisbury Garden. In addition, 4 L/UL spaces will be provided along Salisbury Road westbound outside Cultural Centre upon the relocation of the Star Ferry Public Transport Interchange in 2006-07. These provisions are able to meet the L/UL demand of coaches in the vicinity of the Avenue of Stars.
16. Ladies Market	Current L/UL facilities include 10 coach parking spaces at Sai Yee Street. In addition, two general (including coaches) L/UL bays along the northern kerbside of Soy Street are also provided.
17. Temple Street Market	The current L/UL facilities include one coach parking space and one lay-by (for all vehicles) at Reclamation Street. In addition, one L/UL bay is provided at Public Square Street between Temple Street and Shanghai Street.
18. Dundas Street	Dundas Street is a narrow street serving the busy area in Mong Kok and there is limited scope for any traffic engineering improvement measures, including L/UL facilities. As such, co-operation from all motorists is required to help improve the traffic situation. TD will liaise with the PLB trade to remind them to exercise self-discipline, with the help of the police's necessary enforcement actions.
19. Hung Hom KCR Station	The current parking and L/UL facilities include: • 8 coach parking spaces and 8 coach lay-bys at open space next to the Hong Kong Coliseum. • 2 lay-bys of total length of 130m (for all vehicles) at podium level of KCR Hung Hom Station. • A lay-by for 3 coaches is provided at the easternmost bay of the Station.

Location	Latest Situation
(C) New Territories	
20. Po Lin Monastery (Buddha Status), Ngong Ping	The current facilities include 13 coach parking spaces. About 19 coach parking spaces will be provided in the new public transport interchange cum car and coach park (PTI). The construction of the PTI has commenced and is currently scheduled for completion in July 2004.
21. Railway Museum at Tai Po Market near Yan Hing Street	Part of Yan Hing Street fronting the Museum will be designated as a 7 a.m. - 7 p.m. no-stopping zone except buses to facilitate the loading/unloading activities of coaches. The works have been completed.
22. Memorial Monuments for Sai Kung Martyrs during World War II	No major parking and L/UL problems are observed on site. At the Tourism Commission's request, a general L/UL bay for all vehicles has been provided at the access road leading to the Monuments.
23. Lung Yuek Tau Heritage Trail	3 coach parking spaces are provided at Sha Tau Kok Road near the entrance of the Trail.
24. Wishing Tree at Lam Tsuen	40 spaces are temporarily provided at a nearby vacant Government site.
25. Sai Kung Town	A short-term tenancy vehicle park with 200 spaces for private cars and coaches will be provided by end 2004.
26. Tsim Bei Tsui at Lau Fau Shan	There are 20 coach parking spaces in a private car park in Tsim Bei Tsui. In addition, 8 metered coach parking spaces are also provided along Deep Bay Road.
27. Wan Fau Sin Koon at Tin Shui Wai	4 coach lay-bys will be provided upon completion of widening works along that section of Deep Bay Road in late 2004.

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

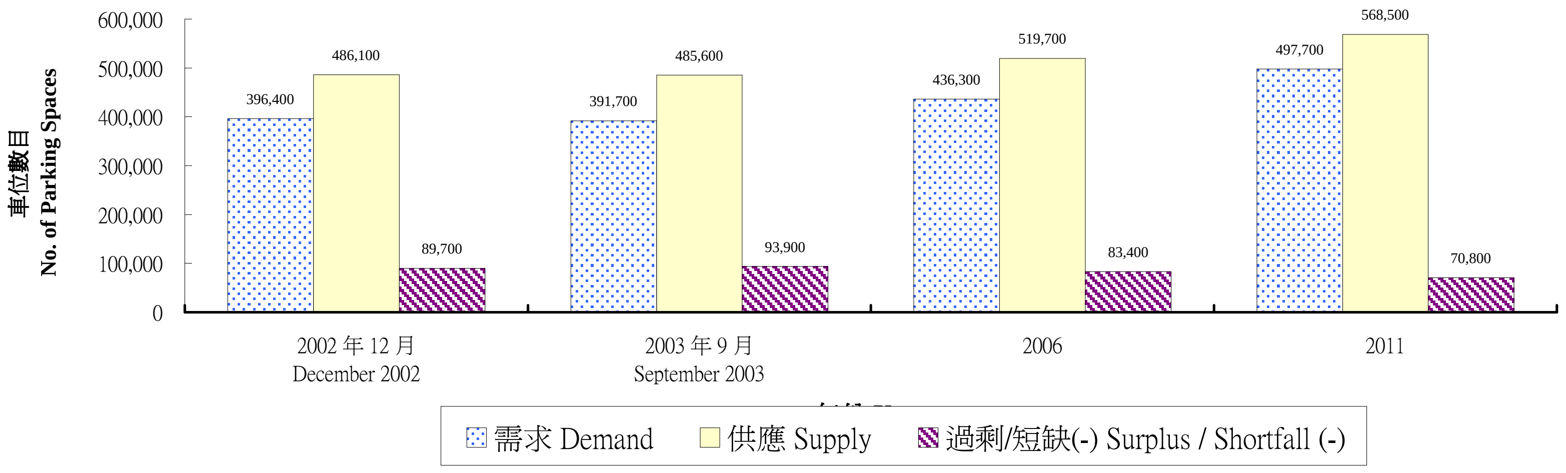

圖 2: 私家車泊車位供求情況 - 日間
Figure 2: Demand and Supply Situation of Private Car Parking Spaces - Day-time

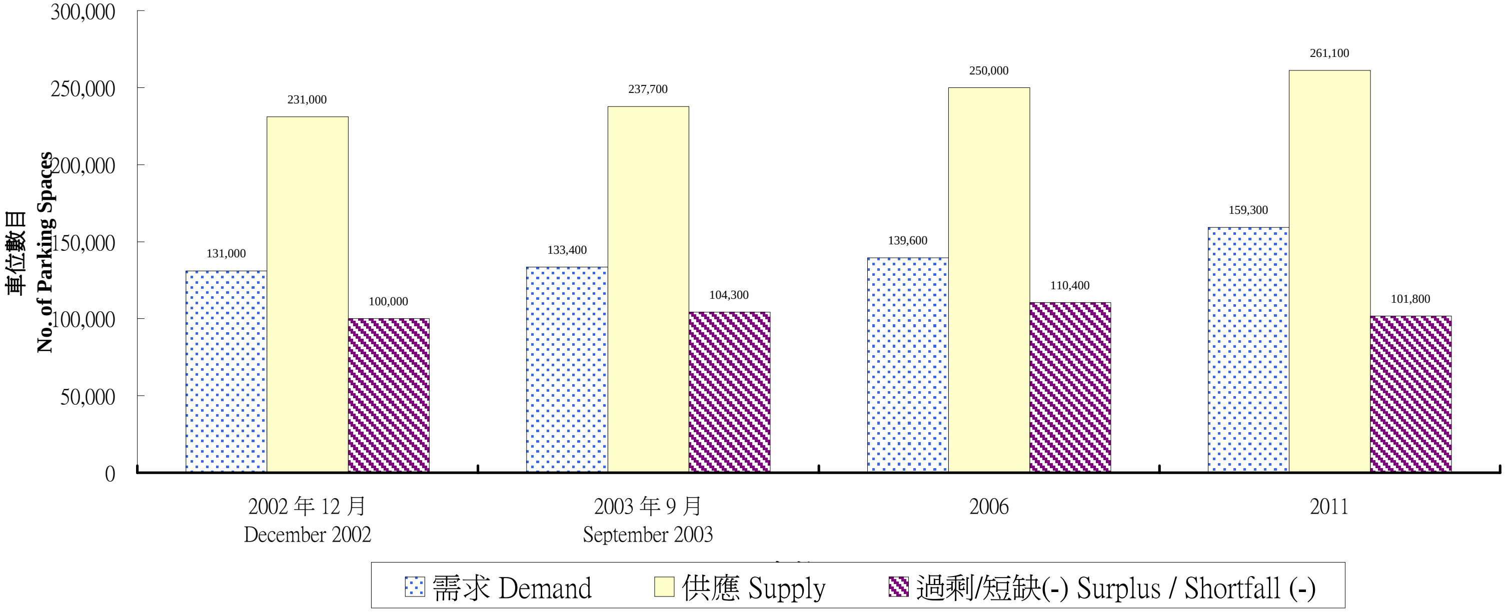

圖 3: 貨車泊車位供求情況 - 夜間
Figure 3: Demand and Supply Situation of Goods Vehicle Parking Spaces - Night-time

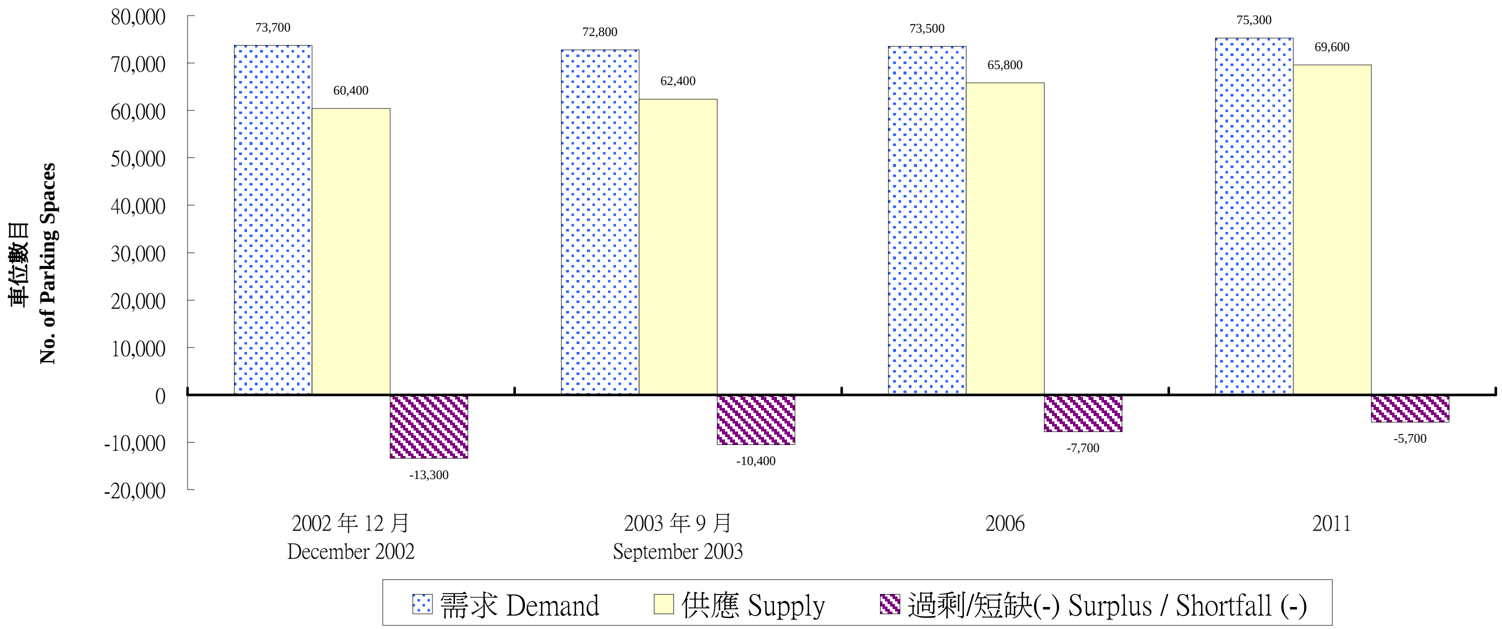

圖 4: 輕型貨車泊車位供求情況 - 夜間
Figure 4: Demand and Supply Situation of Light Goods Vehicle Parking Spaces - Night-time

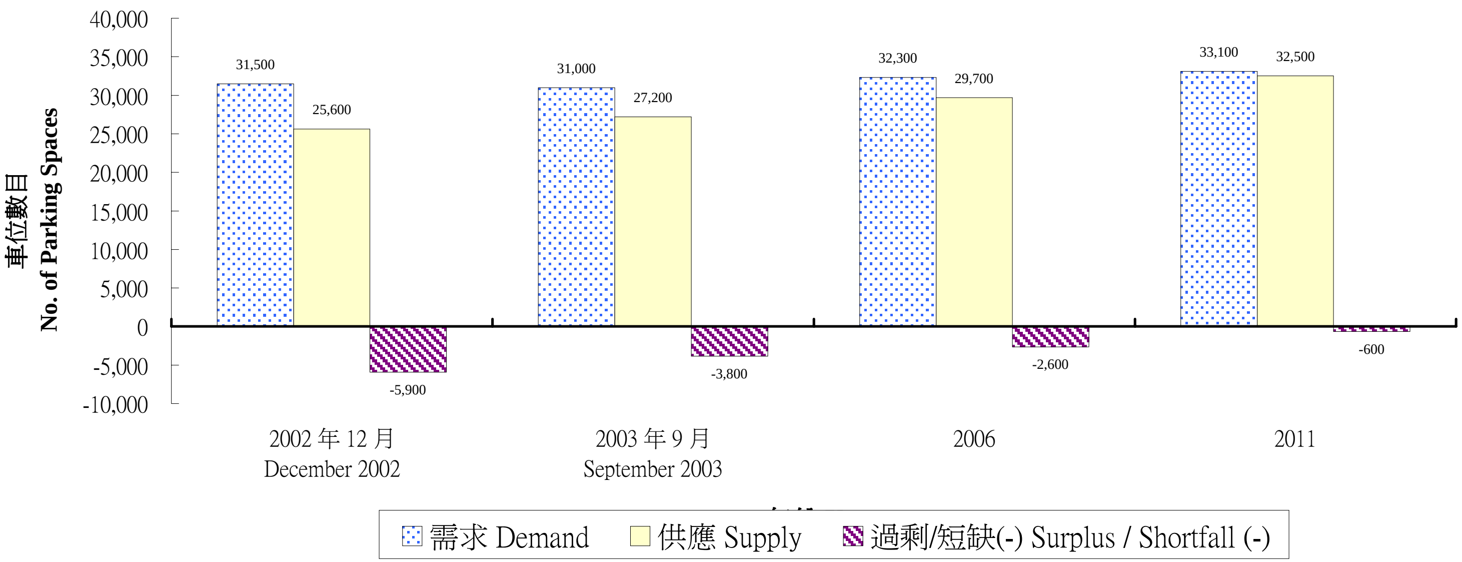

圖 5: 中/重型貨車泊車位供求情況 - 夜間
Figure 5: Demand and Supply Situation of Medium/Heavy Goods Vehicle Parking Spaces - Night-time

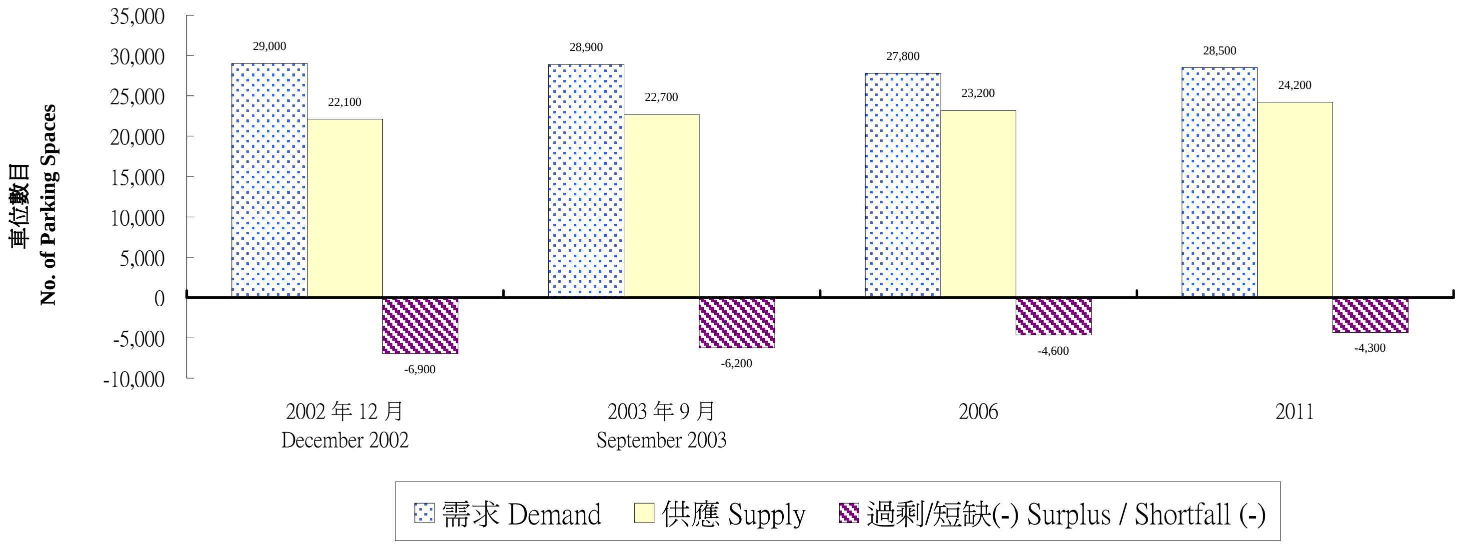

圖 6: 貨櫃車泊車位供求情況 - 夜間
Figure 6: Demand and Supply Situation of Container Vehicle Parking Spaces - Night-time

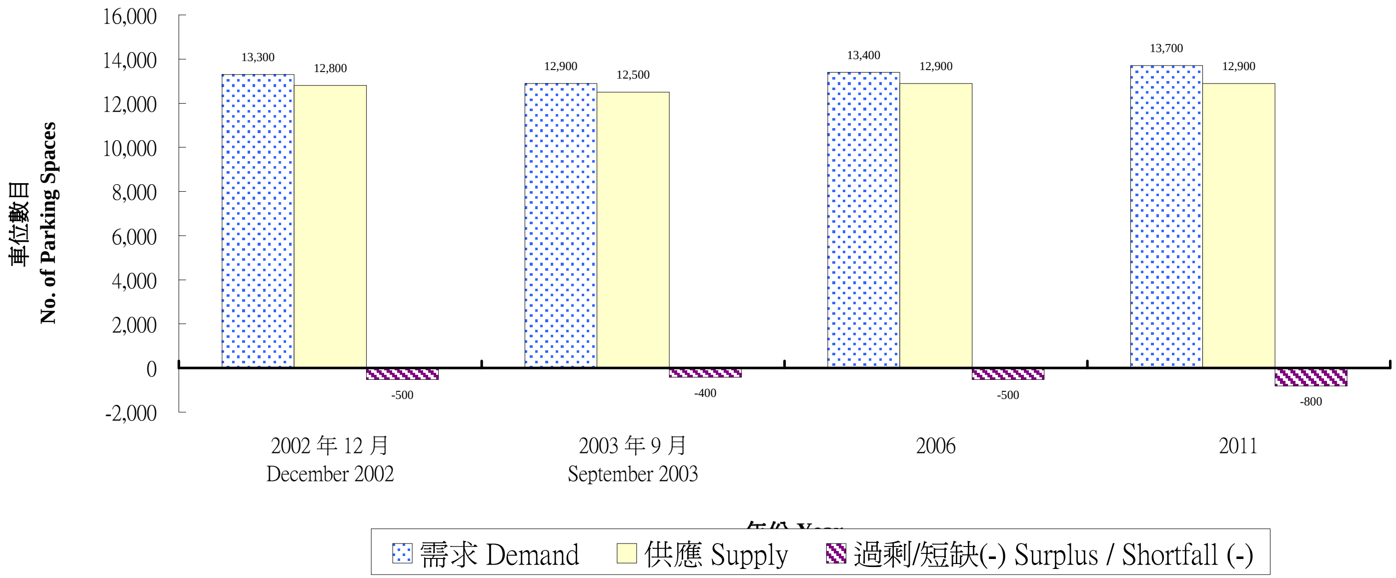

圖 7: 貨車泊車位供求情況 - 日間
Figure 7: Demand and Supply Situation of Goods Vehicle Parking Spaces - Day-time

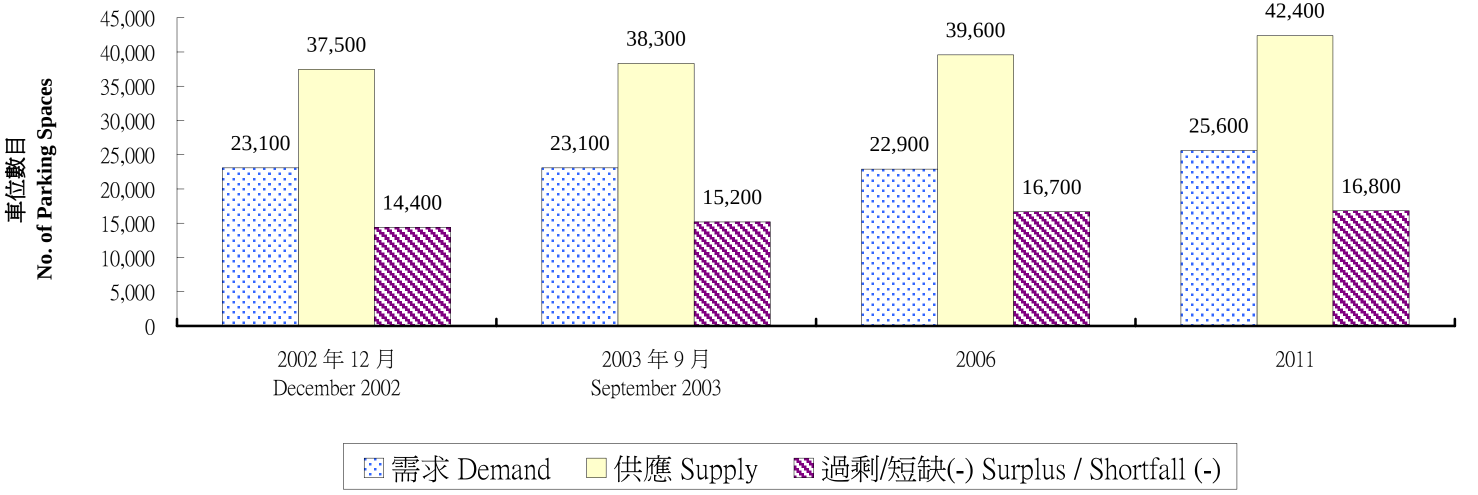

圖 8: 電單車泊車位供求情況 - 夜間
Figure 8: Demand and Supply Situation of Motorcycle Parking Spaces - Night-time

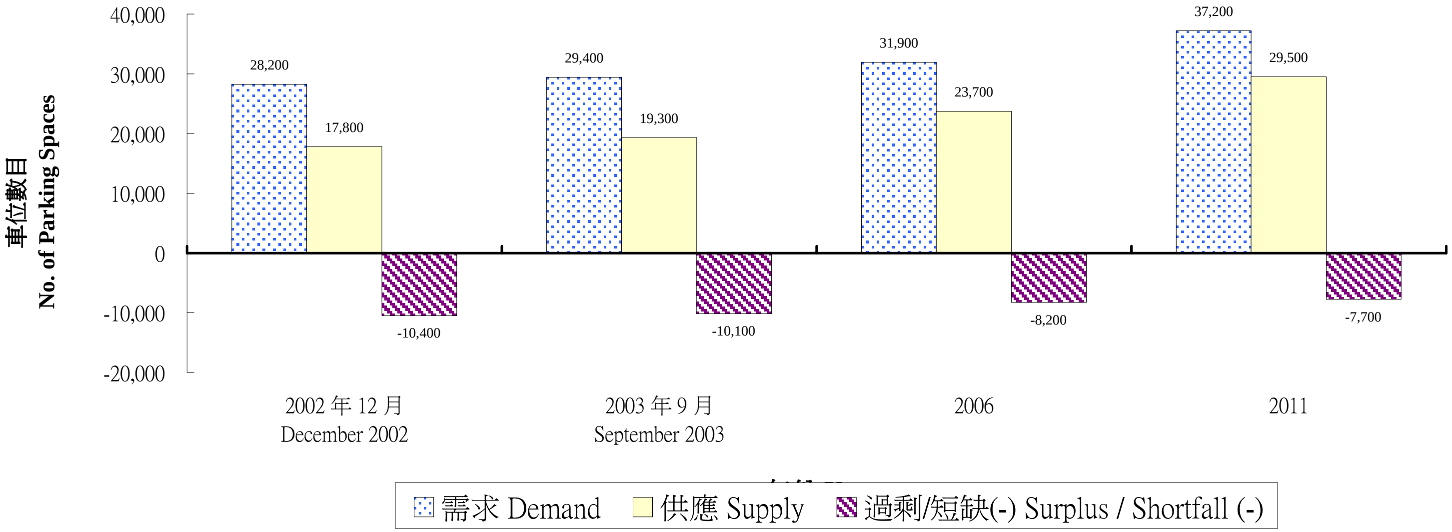

圖 9: 電單車泊車位供求情況 - 日間
Figure 9: Demand and Supply Situation of Motorcycle Parking Spaces - Day-time

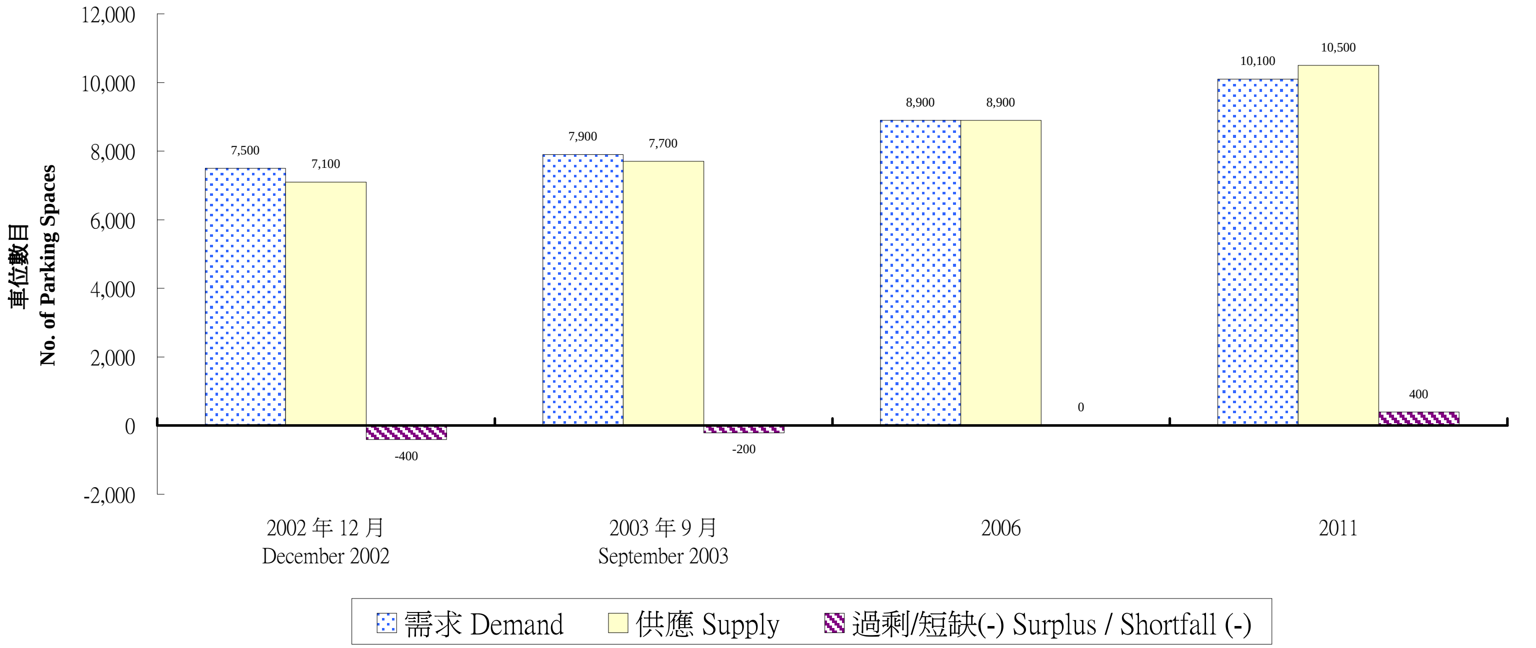

圖 10: 旅遊巴士泊車位供求情況 - 夜間
Figure 10: Demand and Supply Situation of Coach Parking Spaces - Night-time