

APPENDIX A

Base Year 2000 Parking Demand/Supply Analysis

APPENDIX A – BASE YEAR 2000 PARKING DEMAND/SUPPLY ANALYSIS**Table A.1 : 2000 Ownership-related Private Car Parking Space Demand/Supply Analysis**

District	Supply					Demand ²	Surplus/Shortfall Number	Demand/Supply Ratio
	Domestic	Factored Non-domestic ^{3 4}	STT	On-street	Total			
	A	B	C	D	E	F	E - F	F / E
Central & Western	21,262	6,805	57	401	28,525	30,234	-1709	1.06
Wan Chai	15,126	9,040	0	1,104	25,271	19,879	5391	0.79
Eastern	25,580	16,774	663	467	43,484	42,065	1419	0.97
Southern	23,172	8,988	185	776	33,121	22,633	10488	0.68
Yau Tsim Mong	3,610	11,182	947	1,744	17,483	11,741	5742	0.67
Sham Shui Po	13,064	7,709	350	1,310	22,433	16,335	6098	0.73
Kowloon City	29,233	8,569	231	2,578	40,611	27,799	12812	0.68
Wong Tai Sin	11,231	2,794	440	421	14,886	12,129	2757	0.81
Kwun Tong	17,267	6,561	891	377	25,096	21,286	3810	0.85
Tsuen Wan	13,596	7,614	177	721	22,108	17,543	4565	0.79
Tuen Mun	24,173	6,079	1,678	1,074	33,004	28,806	4198	0.87
Yuen Long	15,889	4,081	1,124	1,133	22,227	22,922	-695	1.03
North	8,995	3,702	1,552	1,329	15,578	19,622	-4044	1.26
Tai Po	13,180	3,874	1,679	826	19,559	16,714	2845	0.85
Sai Kung	12,014	3,839	660	1,842	18,355	18,145	210	0.99
Sha Tin	41,471	9,388	4,717	1,373	56,949	39,454	17495	0.69
Kwai Tsing	16,357	11,447	1,099	488	29,391	18,142	11249	0.62
North Lantau	822	771	0	31	1,624	2,269	-645	1.40
Islands ¹	-	-	-	-	-	-	-	-
Total	306,042	129,217	16,450	17,995	469,705	387,718	81,986	0.83

- Note:
1. Figures for South Lantau Island and Islands (restricted areas) are not included in the analysis.
 2. Demand includes that of car, taxi and light vans.
 3. Non-domestic (B) excludes STT (C).
 4. A proportion of non-domestic car park is being used as domestic car park. The factor is obtained from survey and observation.

Table A.2 : 2000 Ownership-related Goods Vehicle Parking & Loading/Unloading Space Demand/Supply Analysis

District	Supply					Demand			Surplus/Shortfall Number			Demand/Supply Ratio		
	Off-street ¹			On street ²	Non-designated ³									
	LGV	M/HGV	CV	All	CV	LGV	M/HGV	CV	LGV	M/HGV	CV	LGV	M/HGV	CV
Central & Western	548	1,177	26	142	0	1,249	635	40	-701	684	-14	2.28	0.48	1.53
Wan Chai	226	194	9	6	0	896	32	17	-670	168	-8	3.97	0.16	1.86
Eastern	2,031	912	54	54	0	2,098	483	400	-67	483	-346	1.03	0.50	7.41
Southern	824	544	9	132	0	657	364	65	167	312	-56	0.80	0.54	7.22
Yau Tsim Mong	2,855	574	23	458	0	2,183	532	187	672	500	-164	0.76	0.52	8.11
Sham Shui Po	2,051	1,292	1,482	268	0	1,583	898	278	468	662	1,204	0.77	0.58	0.19
Kowloon City	1,771	1,005	26	216	0	1,340	621	316	431	600	-290	0.76	0.51	12.17
Wong Tai Sin	870	432	4	172	0	1,221	521	353	-351	83	-349	1.40	0.86	88.29
Kwun Tong	2,820	1,498	180	107	0	2,512	1,271	569	307	334	-389	0.89	0.79	3.16
Tsuen Wan	1,319	929	139	72	0	1,725	1,417	1,063	-406	-416	-924	1.31	1.42	7.65
Tuen Mun	1,784	1,506	206	329	300	2,430	1,865	1,643	-646	-30	-1,137	1.36	1.02	3.25
Yuen Long	1,251	845	247	515	2,400	2,353	4,540	1,305	-1,102	-3,180	1,342	1.88	3.34	0.49
North	589	701	280	454	600	1,445	4,172	1,138	-856	-3,017	-258	2.45	3.61	1.29
Tai Po	755	616	74	280	100	1,129	1,623	1,158	-374	-727	-984	1.50	1.81	6.66
Sai Kung	490	653	25	381	0	1,496	1,437	1,199	-1,007	-403	-1,174	3.06	1.39	47.96
Sha Tin	2,399	1,527	260	214	300	2,901	1,667	1,574	-503	75	-1,014	1.21	0.96	2.81
Kwai Tsing	3,396	3,072	5,447	375	800	3,137	3,227	1,507	259	220	4,740	0.92	0.94	0.24
North Lantau	31	1,130	1	1	0	368	1,269	704	-336	-138	-703	11.71	1.12	704.26
Islands ⁴	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total	26,009	18,607	8,492	4,176	4,500	30,723	26,574	13,516	-4,714	-3,791	-524	1.18	1.17	1.04

- Note:
1. Off-street supply including off-street loading/unloading bay
 2. All on-street supply assigned to M/HGV parking provision
 3. Non-designated supply extracted from around 20% of container back-up area and assigned to tractor (CV) parking provision
 4. Figures for South Lantau Island and Islands (restricted areas) are not included in the analysis

Table A.3 : 2000 Ownership-related Coach Parking Space Demand/Supply Analysis

District	Supply			Demand	Surplus/Shortfall Number	Demand/Supply Ratio
	Off-Street	On-Street	Total			
	A	B	A+B			
Central & Western	48	11	59	321	-262	5.40
Wan Chai	127	31	158	118	40	0.75
Eastern	144	28	172	1151	-979	6.69
Southern	184	51	235	164	71	0.70
Yau Tsim Mong	89	127	216	311	-95	1.44
Sham Shui Po	129	3	132	321	-189	2.44
Kowloon City	144	47	191	383	-192	2.00
Wong Tai Sin	99	0	99	284	-185	2.87
Kwun Tong	117	16	133	594	-461	4.48
Tsuen Wan	42	20	62	342	-280	5.53
Tuen Mun	117	21	138	212	-74	1.54
Yuen Long	163	20	183	340	-157	1.86
North	51	11	62	160	-98	2.60
Tai Po	34	35	69	130	-61	1.88
Sai Kung	109	100	209	333	-124	1.59
Sha Tin	326	48	374	634	-260	1.70
Kwai Tsing	167	38	205	348	-143	1.70
North Lantau	193	0	193	52	141	0.27
Islands ¹	-	-	-	-	-	-
Total	2,280	607	2,887	6,198	-3,311	2.15

Note: 1. Figures for South Lantau Island and Islands (restricted areas) are not included in the analysis.

Table A.4 : 2000 Ownership-related Motorcycle Parking Space Demand/Supply Analysis

District	Supply			Demand	Surplus/Shortfall Number	Demand/Supply Ratio
	Off-Street	On-Street	Total			
	A	B	A+B			
Central & Western	339	366	705	1,009	-304	1.43
Wan Chai	315	459	774	608	166	0.79
Eastern	1,293	268	1,561	2,171	-610	1.39
Southern	795	220	1,015	1,143	-128	1.13
Yau Tsim Mong	122	787	909	966	-57	1.06
Sham Shui Po	327	417	744	1,168	-424	1.57
Kowloon City	431	622	1,053	1,556	-503	1.48
Wong Tai Sin	994	185	1,179	1,768	-589	1.50
Kwun Tong	1,298	201	1,499	2,408	-909	1.61
Tsuen Wan	171	146	317	1,075	-758	3.39
Tuen Mun	595	111	706	1,506	-800	2.13
Yuen Long	310	154	464	1,449	-985	3.12
North	203	36	239	953	-714	3.99
Tai Po	381	83	464	866	-402	1.87
Sai Kung	1,367	111	1,478	1,436	42	0.97
Sha Tin	1,306	158	1,464	2,443	-979	1.67
Kwai Tsing	1,254	170	1,424	2,384	-960	1.67
North Lantau	82	0	82	149	-67	1.83
Islands ¹	-	-	-	-	-	-
Total	11,581	4,494	16,075	25,058	-8,983	1.56

Note: 1. Figures for South Lantau Island and Islands (restricted areas) are not included in the analysis.

Table A.5 : 2000 Usage-related Private Car Parking Space Demand/ Supply Analysis

District	Supply	Demand ²	Surplus/Shortfall Number	Demand/Supply Ratio
Central & Western	14,030	9,160	4,870	0.65
Wan Chai	16,463	7,161	9,302	0.43
Eastern	17,329	13,285	4,044	0.77
Southern	10,778	4,318	6,460	0.40
Yau Tsim Mong	20,378	11,684	8,694	0.57
Sham Shui Po	12,963	8,521	4,442	0.66
Kowloon City	15,792	8,362	7,430	0.53
Wong Tai Sin	4,389	2,629	1,760	0.60
Kwun Tong	13,197	9,870	3,327	0.75
Tsuen Wan	8,854	5,146	3,708	0.58
Tuen Mun	10,761	7,258	3,503	0.67
Yuen Long	9,003	2,659	6,344	0.30
North	8,490	5,178	3,312	0.61
Tai Po	7,397	3,757	3,640	0.51
Sai Kung	10,257	3,719	6,538	0.36
Sha Tin	23,508	12,492	11,016	0.53
Kwai Tsing	17,119	10,250	6,869	0.60
North Lantau	4,705	2,363	2,342	0.50
Islands ¹	-	-	-	-
Territorial Overall	225,413	127,195³	98,218⁴	0.56

- Note:
- Figures for South Lantau Island and Islands (restricted areas) are not included in the analysis.
 - Demand includes that of car, taxi and light vans and corresponds to maximum value.
 - The demand reflects the maximum demand for each district at different peak hour; whereas the overall reflects the maximum territory-wide demand. Therefore, the total would not equal the sum of each district.
 - Likewise, the territorial overall surplus/shortfall is derived on the basis of (3).

Table A.6 : 2000 Usage-related Goods Vehicle Parking Space Demand/Supply Analysis

District	Supply	Demand ^{2 3}	Surplus/Shortfall Number	Demand/Supply Ratio
Central & Western	1,390	574	816	0.41
Wan Chai	199	148	51	0.74
Eastern	1,609	1,934	-325	1.20
Southern	725	443	282	0.61
Yau Tsim Mong	3,154	2,558	596	0.81
Sham Shui Po	4,051	2,531	1,520	0.62
Kowloon City	2,091	1,533	558	0.73
Wong Tai Sin	558	531	27	0.95
Kwun Tong	2,565	2,191	374	0.85
Tsuen Wan	1,187	1,215	-28	1.02
Tuen Mun	2,357	1,458	899	0.62
Yuen Long	1,405	832	573	0.59
North	1,306	780	526	0.60
Tai Po	1,017	738	279	0.73
Sai Kung	862	593	269	0.69
Sha Tin	2,553	1,688	865	0.66
Kwai Tsing	9,430	3,753	5,677	0.40
North Lantau	517	124	393	0.24
Islands ¹	-	-	-	-
Territorial Overall	36,976	23,252⁴	13,724⁵	0.63

- Note:
- Figures for South Lantau Island and Islands (restricted areas) are not included in the analysis.
 - Demand of light vans grouped with private cars.
 - Demand quoted corresponds to maximum value.
 - The demand reflects the maximum demand for each district at different peak hour; whereas the overall reflects the maximum territory-wide demand. Therefore, the total would not equal the sum of each district.
 - Likewise, the territorial overall surplus/shortfall is derived on the basis of (4).

Table A.7 : 2000 Usage-related Motorcycle Parking Space Demand/Supply Analysis

District	Supply	Demand ²	Surplus/Shortfall Number	Demand/Supply Ratio
Central & Western	589	529	60	0.90
Wan Chai	563	869	-306	1.54
Eastern	603	626	-23	1.04
Southern	331	169	162	0.51
Yau Tsim Mong	877	1,184	-307	1.35
Sham Shui Po	465	873	-408	1.88
Kowloon City	697	962	-265	1.38
Wong Tai Sin	231	166	65	0.72
Kwun Tong	402	330	72	0.82
Tsuen Wan	172	365	-193	2.12
Tuen Mun	124	56	68	0.45
Yuen Long	233	21	212	0.09
North	81	28	53	0.35
Tai Po	142	71	71	0.50
Sai Kung	346	143	203	0.41
Sha Tin	212	166	46	0.78
Kwai Tsing	359	218	141	0.61
North Lantau	20	155	-135	7.75
Islands ¹	-	-	-	-
Territorial Overall	6,447	6,901³	-454⁴	1.07

- Note:
1. Figures for South Lantau Island and Islands (restricted areas) are not included in the analysis.
 2. Demand quoted corresponds to maximum value.
 3. The demand reflects the maximum demand for each district at different peak hour; whereas the overall reflects the maximum territory-wide demand. Therefore, the total would not equal the sum of each district.
 4. Likewise, the territorial overall surplus/shortfall is derived on the basis of (3).

NB: Forecast of usage-related parking demand for coaches is not available in Parking Demand Model due to the limitation of source data from the CTS-3 model. Nonetheless, with its small fleet size and as the majority of coaches are on the move during day-time, no problem of coach usage-related parking is envisaged.