

APPENDIX C

Forecast 2006 Parking Demand/Supply Analysis

APPENDIX C – FORECAST 2006 PARKING DEMAND/SUPPLY ANALYSIS**Table C.1 : 2006 Ownership-related Private Car 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	22,577	7,904	57	435	30,973	31,295	-322	1.01
Wan Chai	15,578	9,146	0	1,044	25,769	19,943	5825	0.77
Eastern	28,071	16,982	663	471	46,187	44,722	1465	0.97
Southern	24,590	9,839	185	829	35,443	26,688	8755	0.75
Yau Tsim Mong	7,189	11,374	947	1,874	21,384	14,923	6462	0.70
Sham Shui Po	14,669	5,477	350	1,305	21,801	17,617	4183	0.81
Kowloon City	32,341	7,772	231	2,583	42,927	30,932	11996	0.72
Wong Tai Sin	14,581	2,975	440	414	18,410	14,852	3558	0.81
Kwun Tong	20,752	8,783	891	371	30,797	23,830	6966	0.77
Tsuen Wan	15,942	7,333	177	790	24,242	19,614	4628	0.81
Tuen Mun	29,552	5,754	1,678	1,035	38,019	39,619	-1601	1.04
Yuen Long	24,426	3,865	1,124	1,147	30,562	31,370	-808	1.03
North	10,721	3,694	1,552	1,590	17,557	20,889	-3332	1.19
Tai Po	14,897	3,289	1,679	912	20,777	19,590	1186	0.94
Sai Kung	16,764	4,400	660	1,709	23,533	18,508	5025	0.79
Sha Tin	47,307	8,994	4,717	1,432	62,450	50,692	11758	0.81
Kwai Tsing	18,429	11,471	1,099	502	31,501	23,310	8191	0.74
North Lantau	3,012	1,018	0	31	4,061	4,521	-460	1.11
Islands ¹	-	-	-	-	-	-	-	-
Total	361,398	130,069	16,450	18,474	526,392	452,915	73,476	0.86

- 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 van.
 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 C.2 : 2006 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	1,024	1,152	26	144	0	1,304	680	61	-280	616	-35	1.27	0.52	2.36
Wan Chai	258	195	9	6	0	944	32	16	-686	169	-7	3.66	0.16	1.78
Eastern	2,333	943	51	54	0	2,300	478	527	33	519	-476	0.99	0.48	10.34
Southern	1,063	618	9	93	0	801	363	116	262	348	-107	0.75	0.51	12.94
Yau Tsim Mong	2,629	735	25	451	0	2,287	577	308	342	609	-283	0.87	0.49	12.33
Sham Shui Po	2,392	1,092	1,331	286	0	1,649	799	348	743	579	983	0.69	0.58	0.26
Kowloon City	1,811	905	30	210	0	1,565	525	440	246	590	-410	0.86	0.47	14.66
Wong Tai Sin	1,060	423	4	172	0	1,390	411	453	-330	184	-449	1.31	0.69	113.20
Kwun Tong	3,831	1,667	180	108	0	3,156	1,320	666	675	455	-486	0.82	0.74	3.70
Tsuen Wan	1,374	1,022	139	63	0	1,826	1,506	1,111	-452	-421	-972	1.33	1.39	8.00
Tuen Mun	2,187	1,363	232	294	300	2,674	1,957	1,709	-487	-300	-1,177	1.22	1.18	3.21
Yuen Long	1,478	830	248	508	2,400	2,623	5,107	1,473	-1,145	-3,769	1,175	1.77	3.82	0.56
North	756	695	131	491	600	1,596	4,666	1,227	-840	-3,480	-496	2.11	3.93	1.68
Tai Po	1,052	494	87	280	100	1,183	1,915	1,128	-131	-1,141	-941	1.12	2.47	6.03
Sai Kung	961	800	25	314	0	1,683	1,636	1,279	-722	-522	-1,254	1.75	1.47	51.16
Sha Tin	3,053	2,206	461	214	300	3,220	2,131	1,726	-167	289	-965	1.05	0.88	2.27
Kwai Tsing	4,219	3,013	4,865	382	800	3,605	3,224	1,628	614	171	4,037	0.85	0.95	0.29
North Lantau	109	1,662	0	1	0	507	1,649	716	-398	14	-716	4.65	0.99	-
Islands ⁴	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total	31,590	19,815	7,853	4,071	4,500	34,313	28,974	14,933	-2,723	-5,088	-2,580	1.09	1.21	1.21

- 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 C.3 : 2006 Ownership-related Coach Space Demand/Supply Analysis

District	Supply			Demand	Surplus/Shortfall Number	Demand/Supply Ratio
	Off-Street A	On-Street B	Total A+B			
Central & Western	67	11	78	370	-292	4.74
Wan Chai	153	31	184	145	39	0.79
Eastern	235	28	263	1,384	-1,122	5.27
Southern	230	41	271	216	56	0.79
Yau Tsim Mong	149	126	275	437	-163	1.59
Sham Shui Po	202	6	208	374	-166	1.80
Kowloon City	304	43	347	486	-139	1.40
Wong Tai Sin	105	0	105	137	-33	1.32
Kwun Tong	96	16	112	763	-651	6.78
Tsuen Wan	35	17	52	414	-362	7.98
Tuen Mun	150	17	167	367	-200	2.20
Yuen Long	127	35	162	334	-172	2.06
North	76	16	92	466	-373	5.04
Tai Po	245	35	280	84	196	0.30
Sai Kung	161	100	261	204	57	0.78
Sha Tin	228	46	274	865	-591	3.16
Kwai Tsing	109	38	147	332	-185	2.26
North Lantau	224	4	228	228	0	1.00
Islands ¹	-	-	-	-	-	-
Total	2,896	610	3,506	7,605	-4,100	2.17

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

Table C.4 : 2006 Ownership-related Motorcycle Space Demand/Supply Analysis

District	Supply			Demand	Surplus/Shortfall Number	Demand/Supply Ratio
	Off-Street A	On-Street B	Total A+B			
Central & Western	715	364	1,079	884	195	0.82
Wan Chai	351	459	810	640	170	0.79
Eastern	1,615	268	1,883	954	929	0.51
Southern	936	241	1,177	1,012	165	0.86
Yau Tsim Mong	501	819	1,320	2,264	-944	1.71
Sham Shui Po	493	397	890	1,740	-850	1.96
Kowloon City	667	630	1,297	2,414	-1,117	1.86
Wong Tai Sin	1,347	195	1,542	2,216	-674	1.44
Kwun Tong	2,006	216	2,222	2,932	-710	1.32
Tsuen Wan	318	145	463	812	-349	1.75
Tuen Mun	921	111	1,032	2,229	-1,197	2.16
Yuen Long	877	154	1,031	3,329	-2,298	3.23
North	364	36	400	1,638	-1,238	4.09
Tai Po	481	88	569	525	44	0.92
Sai Kung	1,782	113	1,895	2,263	-368	1.19
Sha Tin	1,768	158	1,926	2,539	-613	1.32
Kwai Tsing	1,438	171	1,609	3,037	-1,428	1.89
North Lantau	274	0	274	605	-331	2.21
Islands ¹	-	-	-	-	-	-
Total	16,855	4,565	21,420	32,033	-10,613	1.50

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

Table C.5 : 2006 Usage-related Private Car Parking Space Demand/ Supply Analysis

District	Supply	Demand ²	Surplus/Shortfall Number	Demand/Supply Ratio
Central & Western	17,376	11,273	6,103	0.65
Wan Chai	17,624	7,873	9,751	0.45
Eastern	18,725	14,825	3,900	0.79
Southern	12,451	4,305	8,146	0.35
Yau Tsim Mong	22,013	11,459	10,554	0.52
Sham Shui Po	11,282	6,993	4,289	0.62
Kowloon City	16,191	7,036	9,155	0.43
Wong Tai Sin	4,931	2,412	2,519	0.49
Kwun Tong	18,710	12,567	6,143	0.67
Tsuen Wan	9,442	4,518	4,924	0.48
Tuen Mun	10,779	6,812	3,967	0.63
Yuen Long	8,809	3,966	4,843	0.45
North	9,463	4,104	5,359	0.43
Tai Po	6,964	3,732	3,232	0.54
Sai Kung	11,172	9,968	1,204	0.89
Sha Tin	24,298	12,277	12,021	0.51
Kwai Tsing	18,589	10,191	8,398	0.55
North Lantau	6,838	3,604	3,234	0.53
Islands ¹	-	-	-	-
Territorial Overall	245,657	136,707³	108,950⁴	0.56

- Note:
1. Figures for South Lantau Island and Islands (restricted areas) are not included in the analysis.
 2. Demand includes those of car, taxi and light van and 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).

Table C.6 : 2006 Usage-related Goods Vehicle Parking Space Demand/Supply Analysis

District	Supply	Demand ^{2 3}	Surplus/Shortfall Number	Demand/Supply Ratio
Central & Western	1,838	802	1,036	0.44
Wan Chai	234	190	44	0.81
Eastern	1,882	2,090	-208	1.11
Southern	977	485	492	0.50
Yau Tsim Mong	3,162	2,448	714	0.77
Sham Shui Po	3,999	2,193	1,806	0.55
Kowloon City	1,881	1,249	632	0.66
Wong Tai Sin	608	533	75	0.88
Kwun Tong	3,524	2,831	693	0.80
Tsuen Wan	1,321	1,039	282	0.79
Tuen Mun	2,443	1,727	716	0.71
Yuen Long	1,610	1,053	557	0.65
North	1,267	666	601	0.53
Tai Po	1,087	740	347	0.68
Sai Kung	1,218	811	407	0.67
Sha Tin	3,929	1,738	2,191	0.44
Kwai Tsing	9,444	3,693	5,751	0.39
North Lantau	1,100	267	833	0.24
Islands ¹	-	-	-	-
Territorial Overall	41,524	24,074⁴	17,450⁵	0.58

- Note:
1. Figures for South Lantau Island and Islands (restricted areas) are not included in the analysis.
 2. Demand of light van grouped with private cars.
 3. Demand quoted corresponds to maximum value.
 4. 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.
 5. Likewise, the territorial overall surplus/shortfall is derived on the basis of (4).

Table C.7 : 2006 Usage-related Motorcycle Parking Space Demand/ Supply Analysis

District	Supply	Demand ²	Surplus/Shortfall Number	Demand/Supply Ratio
Central & Western	863	795	68	0.92
Wan Chai	591	1,026	-435	1.74
Eastern	804	846	-42	1.05
Southern	449	180	269	0.40
Yau Tsim Mong	998	1,457	-459	1.46
Sham Shui Po	428	852	-424	1.99
Kowloon City	704	973	-269	1.38
Wong Tai Sin	277	181	96	0.65
Kwun Tong	937	509	428	0.54
Tsuen Wan	207	404	-197	1.95
Tuen Mun	124	51	73	0.41
Yuen Long	226	30	196	0.13
North	77	32	45	0.42
Tai Po	140	80	60	0.57
Sai Kung	451	605	-154	1.34
Sha Tin	232	204	28	0.88
Kwai Tsing	452	244	208	0.54
North Lantau	9	177	-168	18.96
Islands ¹	-	-	-	-
Territorial Overall	7,970	8,593³	-623⁴	1.08

- 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.