

APPENDIX D

**Forecast 2011 Parking
Demand/Supply
Analysis**

APPENDIX D – FORECAST 2011 PARKING DEMAND/SUPPLY ANALYSIS**Table D.1 : 2011 Ownership-related 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	24,102	8,355	57	435	32,949	32,121	828	0.97
Wan Chai	15,815	9,206	0	1,044	26,066	20,575	5490	0.79
Eastern	29,132	17,513	663	471	47,779	47,295	485	0.99
Southern	25,697	9,891	185	829	36,602	32,216	4386	0.88
Yau Tsim Mong	8,864	12,120	947	1,874	23,805	15,846	7959	0.67
Sham Shui Po	15,577	5,479	350	1,305	22,711	19,435	3276	0.86
Kowloon City	35,318	7,978	231	2,583	46,110	37,425	8685	0.81
Wong Tai Sin	16,135	2,972	440	414	19,961	18,787	1174	0.94
Kwun Tong	23,302	9,014	891	371	33,578	30,313	3265	0.90
Tsuen Wan	16,725	7,169	177	790	24,861	21,220	3641	0.85
Tuen Mun	32,792	8,502	1,678	1,035	44,007	46,784	-2777	1.06
Yuen Long	30,266	4,336	1,124	1,147	36,873	36,560	313	0.99
North	11,127	3,985	1,552	1,590	18,254	21,924	-3670	1.20
Tai Po	16,026	3,023	1,679	912	21,640	22,145	-504	1.02
Sai Kung	19,138	4,086	660	1,709	25,593	22,823	2770	0.89
Sha Tin	52,943	9,161	4,717	1,432	68,253	56,941	11311	0.83
Kwai Tsing	19,078	11,869	1,099	502	32,548	26,948	5600	0.83
North Lantau	3,974	1,023	0	31	5,028	8,779	-3751	1.75
Islands ¹	-	-	-	-	-	-	-	-
Total	396,011	135,682	16,450	18,474	566,618	518,135	48,481	0.91

- 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 D.2 : 2011 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	1,100	1,205	26	144	0	1,284	726	80	-184	623	-54	1.17	0.54	3.07
Wan Chai	271	196	9	6	0	850	32	16	-579	170	-7	3.14	0.16	1.77
Eastern	2,426	999	51	54	0	2,269	463	491	157	590	-440	0.94	0.44	9.62
Southern	1,083	625	9	93	0	857	330	106	226	388	-97	0.79	0.46	11.74
Yau Tsim Mong	2,772	823	25	451	0	2,226	629	313	546	645	-288	0.80	0.49	12.52
Sham Shui Po	2,456	1,107	1,331	286	0	1,645	800	347	811	594	984	0.67	0.57	0.26
Kowloon City	1,968	954	30	210	0	1,748	526	577	220	638	-547	0.89	0.45	19.24
Wong Tai Sin	1,123	425	4	172	0	1,495	355	519	-372	242	-515	1.33	0.59	129.86
Kwun Tong	4,155	1,783	180	108	0	3,378	1,182	793	777	709	-613	0.81	0.63	4.40
Tsuen Wan	1,376	1,026	139	63	0	1,796	1,564	1,070	-420	-475	-931	1.31	1.44	7.70
Tuen Mun	2,606	1,523	232	294	300	3,020	2,159	1,898	-414	-342	-1,366	1.16	1.19	3.57
Yuen Long	1,738	918	248	508	2,400	2,991	5,453	1,618	-1,253	-4,027	1,030	1.72	3.82	0.61
North	851	747	131	491	600	1,738	4,970	1,184	-887	-3,732	-453	2.04	4.01	1.62
Tai Po	1,057	497	87	280	100	1,227	2,091	1,129	-170	-1,314	-942	1.16	2.69	6.04
Sai Kung	1,097	909	25	314	0	1,846	1,794	1,344	-749	-570	-1,319	1.68	1.47	53.76
Sha Tin	3,154	2,267	461	214	300	3,279	2,262	1,764	-125	220	-1,003	1.04	0.91	2.32
Kwai Tsing	4,695	3,285	4,865	382	800	3,735	3,406	1,607	960	261	4,058	0.80	0.93	0.28
North Lantau	143	1,676	0	1	0	670	1,795	728	-527	-117	-728	4.69	1.07	-
Islands ⁴	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total	34,071	20,967	7,853	4,071	4,500	36,054	30,536	15,583	-1,983	-5,498	-3,230	1.06	1.22	1.26

- 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 D.3 : 2011 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	74	11	85	441	-356	5.20
Wan Chai	168	31	199	132	67	0.66
Eastern	258	28	286	1,399	-1,113	4.89
Southern	254	41	295	265	30	0.90
Yau Tsim Mong	164	126	290	395	-105	1.36
Sham Shui Po	223	6	229	357	-128	1.56
Kowloon City	335	43	378	568	-190	1.50
Wong Tai Sin	115	0	115	247	-132	2.15
Kwun Tong	106	16	122	862	-740	7.05
Tsuen Wan	38	17	55	448	-393	8.10
Tuen Mun	165	17	182	368	-186	2.02
Yuen Long	140	35	175	548	-373	3.13
North	84	16	100	398	-298	3.98
Tai Po	270	35	305	116	189	0.38
Sai Kung	177	100	277	330	-53	1.19
Sha Tin	251	46	297	994	-697	3.35
Kwai Tsing	120	38	158	386	-228	2.45
North Lantau	246	4	250	347	-97	1.39
Islands ¹	-	-	-	-	-	-
Total	3,190	610	3,800	8,603	-4,803	2.26

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

Table D.4 : 2011 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	964	364	1,328	2,428	-1,100	1.83
Wan Chai	393	459	852	1,239	-387	1.45
Eastern	1,899	268	2,167	2,297	-130	1.06
Southern	1,093	241	1,334	1,113	221	0.83
Yau Tsim Mong	775	819	1,594	2,672	-1,078	1.68
Sham Shui Po	600	397	997	1,753	-756	1.76
Kowloon City	963	630	1,593	2,506	-913	1.57
Wong Tai Sin	1,559	195	1,754	1,722	32	0.98
Kwun Tong	2,349	216	2,565	2,963	-398	1.16
Tsuen Wan	405	145	550	1,509	-959	2.75
Tuen Mun	1,590	111	1,701	3,093	-1,392	1.82
Yuen Long	1,509	154	1,663	2,094	-431	1.26
North	459	36	495	2,003	-1,508	4.05
Tai Po	604	88	692	743	-51	1.07
Sai Kung	2,105	113	2,218	2,152	66	0.97
Sha Tin	2,394	158	2,552	4,306	-1,754	1.69
Kwai Tsing	1,613	171	1,784	1,970	-186	1.10
North Lantau	374	0	374	443	-69	1.19
Islands ¹	-	-	-	-	-	-
Total	21,646	4,565	26,211	37,006	-10,795	1.41

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

Table D.5 : 2011 Usage-related Private Car Parking Space Demand/ Supply Analysis

District	Supply	Demand ²	Surplus/Shortfall Number	Demand/Supply Ratio
Central & Western	18,353	13,291	5,062	0.72
Wan Chai	17,745	9,034	8,711	0.51
Eastern	19,288	15,349	3,939	0.80
Southern	12,521	5,281	7,240	0.42
Yau Tsim Mong	23,289	11,842	11,447	0.51
Sham Shui Po	11,293	6,877	4,416	0.61
Kowloon City	16,537	8,405	8,132	0.51
Wong Tai Sin	4,931	3,261	1,670	0.66
Kwun Tong	19,178	13,220	5,958	0.69
Tsuen Wan	9,266	4,372	4,894	0.47
Tuen Mun	14,689	10,375	4,314	0.71
Yuen Long	9,653	4,194	5,459	0.43
North	9,943	3,982	5,961	0.40
Tai Po	6,964	4,109	2,855	0.59
Sai Kung	11,367	11,508	-141	1.01
Sha Tin	24,647	14,955	9,692	0.61
Kwai Tsing	19,186	12,411	6,775	0.65
North Lantau	6,880	4,502	2,378	0.65
Islands ¹	-	-	-	-
Territorial Overall	255,730	156,004³	99,726⁴	0.61

- Note:
- Figures for South Lantau Island and Islands (restricted areas) are not included in the analysis.
 - Demand includes that of car, taxi and light van 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 D.6 : 2011 Usage-related Goods Vehicle Parking Space Demand/Supply Analysis

District	Supply	Demand ^{2 3}	Surplus/Shortfall Number	Demand/Supply Ratio
Central & Western	1,945	888	1,057	0.46
Wan Chai	247	216	31	0.87
Eastern	2,019	2,277	-258	1.13
Southern	993	583	410	0.59
Yau Tsim Mong	3,357	2,562	795	0.76
Sham Shui Po	4,007	2,247	1,760	0.56
Kowloon City	1,973	1,482	491	0.75
Wong Tai Sin	608	586	22	0.96
Kwun Tong	3,787	3,008	779	0.79
Tsuen Wan	1,321	1,056	265	0.80
Tuen Mun	2,869	2,248	621	0.78
Yuen Long	1,855	1,395	460	0.75
North	1,403	836	567	0.60
Tai Po	1,087	795	292	0.73
Sai Kung	1,413	963	450	0.68
Sha Tin	4,043	1,874	2,169	0.46
Kwai Tsing	10,144	4,059	6,085	0.40
North Lantau	1,109	299	810	0.27
Islands ¹	-	-	-	-
Territorial Overall	44,180	27,002⁴	17,178⁵	0.61

- Note:
- Figures for South Lantau Island and Islands (restricted areas) are not included in the analysis.
 - Demand of light van 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 D.7 : 2011 Usage-related Motorcycle Parking Space Demand/Supply Analysis

District	Supply	Demand ²	Surplus/Shortfall Number	Demand/Supply Ratio
Central & Western	952	976	-24	1.02
Wan Chai	591	1,163	-572	1.97
Eastern	922	921	1	1.00
Southern	455	217	238	0.48
Yau Tsim Mong	1113	1,563	-450	1.40
Sham Shui Po	428	844	-416	1.97
Kowloon City	704	1,116	-412	1.59
Wong Tai Sin	277	236	41	0.85
Kwun Tong	949	545	404	0.57
Tsuen Wan	207	393	-186	1.90
Tuen Mun	511	125	386	0.24
Yuen Long	312	42	270	0.13
North	120	34	86	0.28
Tai Po	140	86	54	0.61
Sai Kung	468	695	-227	1.49
Sha Tin	276	264	12	0.96
Kwai Tsing	495	308	187	0.62
North Lantau	9	176	-167	18.86
Islands ¹	-	-	-	-
Territorial Overall	8,927	9,639³	-712⁴	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.