

For Information

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 recommendation 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 PDS2 were presented to members in March 2002, followed by comprehensive progress in 2003 and 2004. Our last report was made in October 2005.

3. Assessment 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 March 2006, the total number of licensed

vehicles in Hong Kong was about 544 100, of which 64.9% were private cars, 20.9% were goods vehicles, 1.3% were coaches, 6.4% were motorcycles, 3.3% 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 and taxis)¹, goods vehicles², coaches and motorcycles, which together constitute around 96.8% of the total vehicle fleet. The supply of parking spaces is determined by the inventory of both on-street and off-street parking provisions.

6. The total vehicle fleet size is estimated to grow from 544 100 in March 2006 to 606 100 in 2011 and 656 800 in 2016, representing an assumed average growth rate of 1.9% per annum up to 2016. The future supply of parking spaces for 2011 and 2016 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 are applied to the planned developments in calculating the supply. The overall projected night-time demand and supply situations for 2011 and 2016, broken down by region, are summarized in **Table 1**. Detailed analyses for individual vehicle categories are set out in the following paragraphs. For all vehicle types, the night-time situation, when most vehicles are parked, is more critical than the day-time situation, when many vehicles are operational. Therefore, more detailed analysis, including a district by district breakdown, is provided for the night-time situation.

Private Cars

7. Private cars require parking spaces at places of residence at night, and spaces at offices, shops and places of entertainment for day-time activities. The analyses of the night-time and day-time parking situations

¹ Taxis are included in the category of private cars because the size of the vehicles and the parking behaviour of the drivers are similar. Likewise, light vans, which are vehicles registered as light goods vehicles with van-type bodies, fall into the private car category as they can be parked in private car parking spaces.

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

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 summarized in **Table 2**. Throughout the territory, there is generally a surplus of night-time private car parking spaces. Between September 2004 and March 2006, the demand for night-time private car parking spaces rose from 395 400 to 408 300, representing an increase of 12 900. During the same period, the supply of parking spaces increased from 486 900 to 502 800, representing an increase of 15 900. The overall surplus increased from 91 500 in September 2004 to 94 500 in March 2006. At the district level, only North Lantau has a shortfall in the provision of night-time private car parking spaces.

9. We project that the surplus will decrease steadily from 94 500 in March 2006 to 54 800 in 2011 and 41 300 in 2016. At the district level by 2011, only North Lantau will have shortfall. By 2016, we project that all districts will have adequate private car parking spaces during night-time.

Day-time parking

10. The territory-wide day-time parking situation of private cars is shown in **Figure 2**. In March 2006, the demand and supply of day-time parking spaces were 134 400 and 249 300 respectively, resulting in a surplus of 114 900 spaces. There is no shortfall in day-time parking spaces for private cars at all districts.

11. Looking ahead, the surplus of day-time parking spaces for private cars will decrease from 114 900 in March 2006 to 111 500 in 2011. By 2016, the surplus will be 113 000.

Goods Vehicles

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 dimensions for LGVs, M/HGVs and CVs are 7m by 3.5m, 11m by 3.5m,

and 16m by 3.5m respectively.

Night-time parking

13. **Figure 3** shows the territory-wide night-time demand and supply in respect of goods vehicle parking spaces, while the situation on a district basis is shown in **Table 3**. Between September 2004 and March 2006, the number of goods vehicles decreased from 73 300 to 72 700. During the same period, the supply of parking spaces slightly increased from 62 400 to 62 800. Consequently, the shortfall in goods vehicle parking spaces decreased from 10 900 in September 2004 to 9 900 in March 2006. However, it should be noted that according to the Cross Boundary Traffic Survey carried out by the Transport Department in May 2003, more than 5 000 goods vehicles frequently stay overnight in the Mainland. In addition, the PDS2 estimated that about 4 000 goods vehicles would be in operation during night-time. Accordingly, there was still an adequate supply of night-time parking spaces.

14. With the close economic ties between Hong Kong and the Guangdong region, the number of goods vehicles is projected to increase to 76 000 in 2011 and 78 000 in 2016. However, with the provision of more goods vehicle parking spaces, mainly at short term tenancy (STT) sites, we expect to reduce the overall shortfall to 1 500 in 2011, and to achieve a surplus of 3 700 in 2016.

15. Taking a closer look at the different categories of goods vehicles, the shortfall in LGV parking spaces will turn into a surplus of 1 100 in 2011 and 3 600 in 2016 as set out in **Figure 4**. **Figure 5** shows that the shortage of M/HGV parking spaces will be reduced to 3 000 in 2011 and 200 in 2016. As for CVs, **Figure 6** shows that the surplus will be reduced from 400 in 2011 to 300 by 2016.

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 at night-time. The day-time demand and supply situation for goods vehicle parking spaces is shown in **Figure 7**. There is no shortfall in spaces for all categories of goods vehicles. The overall surplus of day-time goods vehicle parking

spaces decreased from 14 700 in September 2004 to 14 400 in March 2006.

17. We project that there will continue to be a surplus of parking spaces for all categories of goods vehicles in the day-time. As shown in **Figure 7**, the overall surplus is estimated to increase from 14 400 in March 2006 to 14 800 in 2011 and 16 000 in 2016.

Motorcycles

Night-time parking

18. **Figure 8** indicates that the territory-wide demand and supply of motorcycle parking spaces in March 2006 were 34 400 and 23 100 respectively. The overall shortage of night-time parking spaces was 11 300, compared with 8 700 in September 2004. The situation on a district basis is summarized in **Table 4**. It should be noted that the aforesaid numbers only refer to formal designated motorcycle parking spaces which are already adequate to meet about 70% of the night-time parking demand. Since motorcycles are small in size, drivers often choose to park at non-designated spaces, e.g. open areas in front of village houses.

19. As for the future night-time demand and supply of motorcycle parking spaces, it is projected that the current shortfall in spaces will decrease from 11 300 in March 2006 to 3 700 in 2011 and 2 200 in 2016.

Day-time parking

20. According to **Figure 9**, the territory-wide demand and supply of day-time motorcycle parking spaces in March 2006 were 9 500 and 10 300 respectively. The shortage of parking spaces of 500 in September 2004 turned into a surplus of 800 in March 2006.

21. It is projected that the supply of day-time motorcycle parking spaces will exceed the demand by 7 300 in 2011 and 8 600 in 2016.

Coaches

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 September 2004 and March 2006, the demand for coach parking spaces increased slightly from 7 200 to 7 300. During the same period, the supply increased slightly from 3 200 to 3 400. Consequently, the overall shortfall in night-time coach parking spaces was 3 900. However, we note that many coaches park overnight in non-designated places, such as loading/unloading spaces in developments and open spaces in villages, without causing obstruction and inconvenience. Whilst such places do not appear in our inventory, hence the significant apparent shortfall, the problem is not as great as it may appear. In fact, as reported in paragraph 30, only 500 coaches were found to be parked overnight illegally on-street.

23. It is projected that the demand for coach parking spaces will grow to 8 300 in 2011 and 9 000 in 2016. As there will also be an increase in supply, the current shortage of night-time coach parking spaces is expected to be reduced to 1 400 in 2011 and 200 in 2016.

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. The forecasts also suggest that there should not be significant problems for day-time coach parking in 2011 and 2016. However, there is a shortage of coach pick-up/set-down facilities at some popular sightseeing spots.

Coach Loading and Unloading Facilities

25. In view of the importance of tourism to Hong Kong, we have introduced additional coach parking and loading/unloading facilities in tourist spots where traffic and road safety conditions permit. We have reviewed the coach parking and loading/unloading facilities in 32 spots and found that 26 of them have adequate provision of such facilities. For the remaining 6 spots, we are working on improvement measures to address the

shortfalls. Details are shown in **Table 6**. We will continue to keep a close watch on the demand for coach facilities and work with relevant stakeholders to further improve the situation while balancing the competing demands for the use of the limited road space. For new tourist development projects, we will continue to work with the Tourism Commission to ensure that they are self-contained in terms of coach parking and loading/unloading facilities.

Taxis

26. 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-time, we will continue to provide half-hour metered parking spaces in the territory. At present, 844 such metered spaces are available.

Public Light Buses (PLBs)

27. 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 be parked at designated PLB stands, STT sites and on-street parking spaces. There was an adequate supply of PLB parking spaces in the territory in March 2006³.

OVERNIGHT PARKING SURVEYS

28. Apart from comparing the demand and supply, we have also carried out two site surveys. They are the On-street Overnight Parking Survey and the Overnight Parking Survey on Utilization Rate of STT sites.

29. 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

³ There are no projections on the parking situation of PLBs in 2011 and 2016. 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 kerbside of quiet roads during the overnight period when they are not in business.

assessment are as follows:

Vehicle Category	Surplus (+)/ shortfall (-) of night-time designated/formal parking spaces	Number of vehicles parked outside designated/formal parking spaces at night-time
Private Cars	+94 500	5 800
Motorcycles	-11 300	1 600
Coaches	-3 900	500
Light Goods Vehicles	-3 200	2 200
Medium/Heavy Goods Vehicles	-7 500	1 800
Container Vehicles	+800	1 000

30. 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 these 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.

31. Another survey to assess the actual parking situation is the Overnight Parking Survey at STT Sites. The latest survey revealed that the night-time utilization rate of STT sites was about 72%, leaving about 434 000 square metres of space for parking. This amount of unused space, if fully utilized, could accommodate 10 850 LGVs, 7 230 M/HGVs, 4 820 CVs, 7 230 coaches or 86 800 motorcycles.

REMEDIAL MEASURES

32. A number of remedial measures are being implemented to redress the balance between demand and supply. A Working Group on Parking, comprising TD and relevant Government departments, has been formed to monitor the implementation of these improvement measures. The

following paragraphs report the progress of major remedial measures.

Application of the Revised Hong Kong Planning Standards and Guidelines (HKPSG)

33. The revised HKPSG parking standards took effect from April 2003. Two adjustment factors, viz. the flat sizes 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 spaces will be provided to minimize surplus spaces.

34. Other revisions include new guidelines on the 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. 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

35. It is the Government's policy to encourage the provision of public parking spaces in joint-user buildings through the Land Sale 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 vehicle park is being planned to provide parking spaces for 200 private cars and 25 motorcycles. In addition, to help relieve the problem of illegal parking in Tai Po, a multi-storey vehicle park will be incorporated in a development site to provide parking spaces for 100 private cars, 20 goods vehicles and 15 motorcycles.

36. Apart from the above, two new vehicle parks have been opened. They are located at Rock Hill Street in Kennedy Town and Sai Wan Ho Ferry Concourse. Both will provide parking spaces for 200 private cars and 20 motorcycles.

Flexible Provision of Motorcycle Parking

37. 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 also encourages provision of motorcycle parking spaces in odd corners, which would better utilize all the spaces available. In addition, TD is exercising flexibility in designating more roadside motorcycle parking spaces, including those under footbridges or flyovers, as long as the traffic and road safety conditions permit.

38. In view of the territorial shortage of motorcycle parking spaces, TD has been reviewing the utilization of the 13 government multi-storey car parks, and has arranged to convert some of the existing private car spaces into additional motorcycle spaces in recent years. There are now more than 690 motorcycle parking spaces in these multi-storey car parks. TD will keep in view their utilization rate and will further adjust the provision level of different types of parking spaces to meet the demand.

Use of STT Sites for Parking

39. As at March 2006, there were 225 STT sites used as temporary car parks, providing 28 600, 12 500, 210 and 500 spaces for private cars, goods vehicles, motorcycles and coaches respectively. The total area of the STT parking sites increased from about 1 390 000 to 1 550 000 square metres between September 2004 and March 2006. 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.

40. For commercial reasons, some STT car park operators tend to provide parking spaces for private cars rather than other vehicle types. To promote the use of STT sites for parking of motorcycles, coaches and goods vehicles, especially in areas where they are in short supply, TD and Lands Department have been incorporating appropriate site-specific parking requirements into the STT agreements during the renewal of existing STTs and the granting of new ones. Such administrative efforts would help ensure the supply of parking spaces of appropriate vehicle types.

Effects of Measures

41. We believe the effects of the above measures will be as follows -

	Goods Vehicle				Motor-Cycle	Coach
	LGV	M/HGV	CV	Total		
Forecast 2016 night-time (critical) situation (A)	+3 600	-200	+300	+3 700	-2 200	-200
<i>Major Remedial Measures</i>						
Provision of multi-storey vehicle parks	0	+20	0	+20	+40	0
Conversion of some private car parking spaces at STT sites	0	+300	0	+300	+2 300	+300
Total (B)	0	+320	0	+320	+2 340	+300
Forecast 2016 situation with major remedial measures in place (A) + (B)	+3 600	+120	+300	+4 020	+140	+100

Note: + surplus; - shortfall

WAY FORWARD

42. Our objective is to achieve a reasonable and manageable balance between the demand and supply of parking spaces for all vehicle types. 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 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
February 2007

Table 1

2006, 2011 & 2016 Parking Situation

Vehicle type	Parking Situation	2006 by Region					2011 Forecast by Region					2016 Forecast by Region				
		Hong Kong Island	Kowloon	NT (West) including North Lantau	NT (East)	Overall	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	121,900	89,300	93,600	103,500	408,300	138,600	97,000	99,300	123,100	458,000	147,300	101,300	107,700	140,800	497,100
	Supply	132,000	129,400	120,100	121,300	502,800	139,900	121,400	119,200	132,300	512,800	147,600	121,000	122,600	147,200	538,400
	Surplus / Shortfall (-)	10,100	40,100	26,500	17,800	94,500	1,300	24,400	19,900	9,200	54,800	300	19,700	14,900	6,400	41,300
Goods Vehicle	Demand	6,000	15,200	30,700	20,800	72,700	6,300	14,600	32,200	22,900	76,000	6,300	15,300	33,600	22,800	78,000
	Supply	6,400	18,500	26,500	11,400	62,800	7,500	22,000	30,900	14,100	74,500	8,600	24,400	33,200	15,500	81,700
	Surplus / Shortfall (-)	400	3,300	-4,200	-9,400	-9,900	1,200	7,400	-1,300	-8,800	-1,500	2,300	9,100	-400	-7,300	3,700
Coach	Demand	1,700	1,800	1,800	2,000	7,300	1,500	2,100	2,500	2,200	8,300	1,500	2,300	2,600	2,600	9,000
	Supply	700	900	1,100	700	3,400	1,100	1,900	2,500	1,400	6,900	1,300	2,400	3,200	1,900	8,800
	Surplus / Shortfall (-)	-1,000	-900	-700	-1,300	-3,900	-400	-200	0	-800	-1,400	-200	100	600	-700	-200
Motorcycle	Demand	6,200	10,400	9,800	8,000	34,400	7,500	12,700	12,600	9,700	42,500	8,900	15,500	14,600	11,800	50,800
	Supply	5,100	8,600	4,700	4,700	23,100	6,800	13,100	10,100	8,800	38,800	7,700	16,000	13,500	11,400	48,600
	Surplus / Shortfall (-)	-1,100	-1,800	-5,100	-3,300	-11,300	-700	400	-2,500	-900	-3,700	-1,200	500	-1,100	-400	-2,200

Table 2**Private Car - Night-time Demand & Supply Analysis**

District	2006			2011			2016		
	Demand	Supply	Surplus/Shortfall	Demand	Supply	Surplus/Shortfall	Demand	Supply	Surplus/Shortfall
Central & Western	31,100	31,400	300	33,400	33,400	0	35,200	35,300	100
Wanchai	22,800	25,100	2,300	26,100	26,100	0	28,100	28,100	0
Eastern	38,600	41,000	2,400	44,800	45,900	1,100	50,400	50,500	100
Southern	29,400	34,500	5,100	34,300	34,500	200	33,600	33,700	100
Yam Tsim Mong	14,000	20,900	6,900	14,300	17,600	3,300	15,200	17,300	2,100
Sham Shui Po	17,500	20,800	3,300	18,300	20,900	2,600	18,700	19,800	1,100
Kowloon City	28,400	42,900	14,500	31,400	39,000	7,600	34,100	41,800	7,700
Wong Tai Sin	10,500	16,300	5,800	11,200	15,000	3,800	11,200	14,700	3,500
Kwun Tong	18,900	28,500	9,600	21,800	28,900	7,100	22,100	27,400	5,300
Tsuen Wan	16,000	22,500	6,500	17,100	20,300	3,200	19,800	21,100	1,300
Tuen Mun	30,200	34,800	4,600	25,700	35,000	9,300	26,000	34,400	8,400
Yuen Long	24,500	29,800	5,300	28,700	32,500	3,800	30,900	33,900	3,000
North	14,700	18,000	3,300	15,500	17,400	1,900	15,800	20,700	4,900
Tai Po	18,400	19,300	900	19,700	19,800	100	21,600	21,700	100
Sai Kung	26,200	27,600	1,400	34,800	36,100	1,300	41,700	43,000	1,300
Shatin	44,200	56,400	12,200	53,100	59,000	5,900	61,700	61,800	100
Kwai Tsing	19,100	29,300	10,200	22,300	27,000	4,700	24,900	25,600	700
North Lantau	3,800	3,700	-100	5,500	4,400	-1,100	6,100	7,600	1,500
Total	408,300	502,800	94,500	458,000	512,800	54,800	497,100	538,400	41,300

Table 3**Goods Vehicle - Night-time Demand & Supply Analysis**

District	2006			2011			2016		
	Demand	Supply	Surplus/Shortfall	Demand	Supply	Surplus/Shortfall	Demand	Supply	Surplus/Shortfall
Central & Western	1,700	1,900	200	1,800	2,100	300	1,800	2,300	500
Wanchai	900	300	-600	900	400	-500	900	400	-500
Eastern	2,700	2,700	0	2,800	3,200	400	2,700	3,700	1,000
Southern	700	1,500	800	800	1,800	1,000	900	2,200	1,300
Yam Tsim Mong	3,700	3,500	-200	3,200	4,000	800	3,200	4,200	1,000
Sham Shui Po	3,500	5,000	1,500	2,600	6,000	3,400	3,000	6,700	3,700
Kowloon City	1,500	2,900	1,400	1,900	3,900	2,000	2,100	4,400	2,300
Wong Tai Sin	1,900	1,500	-400	2,100	1,700	-400	2,100	1,900	-200
Kwun Tong	4,600	5,600	1,000	4,800	6,400	1,600	4,900	7,200	2,300
Tsuen Wan	4,300	2,000	-2,300	4,400	2,100	-2,300	4,400	2,200	-2,200
Tuen Mun	5,300	3,700	-1,600	6,100	4,400	-1,700	6,100	4,700	-1,400
Yuen Long	10,000	8,100	-1,900	10,000	8,800	-1,200	10,600	9,300	-1,300
North	7,400	3,300	-4,100	8,000	3,900	-4,100	8,100	4,300	-3,800
Tai Po	3,600	1,800	-1,800	4,000	2,100	-1,900	3,900	2,300	-1,600
Sai Kung	4,100	2,200	-1,900	4,600	3,100	-1,500	4,500	3,500	-1,000
Shatin	5,700	4,100	-1,600	6,300	5,000	-1,300	6,300	5,400	-900
Kwai Tsing	8,500	11,500	3,000	8,700	14,400	5,700	9,300	15,700	6,400
North Lantau	2,600	1,200	-1,400	3,000	1,200	-1,800	3,200	1,300	-1,900
Total	72,700	62,800	-9,900	76,000	74,500	-1,500	78,000	81,700	3,700

Table 4**Motorcycle - Night-time Demand & Supply Analysis**

District	2006			2011			2016		
	Demand	Supply	Surplus/Shortfall	Demand	Supply	Surplus/Shortfall	Demand	Supply	Surplus/Shortfall
Central & Western	1,400	1,100	-300	1,600	1,500	-100	1,900	1,700	-200
Wanchai	900	800	-100	1,100	900	-200	1,300	900	-400
Eastern	2,600	1,900	-700	3,000	2,600	-400	3,800	3,000	-800
Southern	1,300	1,300	0	1,800	1,800	0	1,900	2,100	200
Yam Tsim Mong	1,900	1,500	-400	2,900	2,200	-700	3,200	2,600	-600
Sham Shui Po	1,800	1,400	-400	2,100	2,700	600	2,600	3,300	700
Kowloon City	2,000	1,400	-600	2,300	2,700	400	3,100	3,700	600
Wong Tai Sin	2,000	1,500	-500	2,100	1,800	-300	2,600	2,000	-600
Kwun Tong	2,700	2,800	100	3,300	3,700	400	4,000	4,400	400
Tsuen Wan	1,400	700	-700	1,800	1,000	-800	2,000	1,100	-900
Tuen Mun	2,600	1,000	-1,600	3,400	2,100	-1,300	3,900	2,700	-1,200
Yuen Long	2,800	900	-1,900	3,300	1,900	-1,400	4,200	2,600	-1,600
North	1,600	400	-1,200	1,900	1,200	-700	2,600	2,200	-400
Tai Po	1,300	500	-800	1,600	1,100	-500	2,100	1,400	-700
Sai Kung	1,900	2,000	100	2,500	3,100	600	2,700	3,600	900
Shatin	3,200	1,800	-1,400	3,700	3,400	-300	4,400	4,200	-200
Kwai Tsing	2,800	1,900	-900	3,700	4,800	1,100	4,000	6,200	2,200
North Lantau	200	200	0	400	300	-100	500	900	400
Total	34,400	23,100	-11,300	42,500	38,800	-3,700	50,800	48,600	-2,200

Table 5**Coach - Night-time Supply & Demand Analysis**

District	2006			2011			2016		
	Demand	Supply	Surplus/Shortfall	Demand	Supply	Surplus/Shortfall	Demand	Supply	Surplus/Shortfall
Central & Western	300	100	-200	300	100	-200	400	200	-200
Wanchai	100	100	0	100	200	100	100	200	100
Eastern	1,000	300	-700	900	500	-400	800	600	-200
Southern	300	200	-100	200	300	100	200	300	100
Yam Tsim Mong	300	500	200	400	700	300	400	900	500
Sham Shui Po	200	100	-100	300	400	100	200	600	400
Kowloon City	400	200	-200	400	500	100	500	600	100
Wong Tai Sin	200	0	-200	300	100	-200	500	100	-400
Kwun Tong	700	100	-600	700	200	-500	700	200	-500
Tsuen Wan	300	0	-300	400	100	-300	400	100	-300
Tuen Mun	400	100	-300	500	200	-300	700	300	-400
Yuen Long	400	400	0	700	600	-100	700	700	0
North	300	100	-200	400	300	-100	600	400	-200
Tai Po	300	100	-200	300	200	-100	400	300	-100
Sai Kung	600	200	-400	600	400	-200	600	500	-100
Shatin	800	300	-500	900	500	-400	1,000	700	-300
Kwai Tsing	500	100	-400	700	900	200	700	1,300	600
North Lantau	200	500	300	200	700	500	100	800	700
Total	7,300	3,400	-3,900	8,300	6,900	-1,400	9,000	8,800	-200

Table 6

**Review of Coach Parking and Loading/Unloading Facilities
at Major Tourist Attraction Spots**

We have conducted regular reviews on the adequacy of coach 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), Wanchai	<p><u>Coach parking and L/UL facilities are under review</u></p> <p>There are 9 coach parking spaces at Expo Drive East. These metered parking spaces are usually occupied in the day-time by coaches running long-haul residents' services between urban area and the New Territories.</p> <p>Tourist coaches normally make use of the cul-de-sac at Expo Drive East or the kerbside at Expo Drive and Expo Drive Central for the picking up or setting down of tourists in the day-time. Such L/UL facilities can normally accommodate 60 tourist coaches but their availabilities are subject to competitive use by other motorists. Usually, L/UL facilities of about 30 tourist coaches can be available at one time (including the 9 coach parking spaces). However, at peak period, there can be a maximum of 50 tourist coaches call at Golden Bauhinia Plaza. The coach parking and L/UL facilities near Golden Bauhinia Plaza are thus considered inadequate to cope with the demand.</p>

Location	Latest Situation
	Transport Department will explore measures to improve the coach L/UL facilities, and work with Police to strengthen enforcement actions.
2. Central Ferry Piers	<p><u>Coach L/UL facilities are adequate</u></p> <p>There is a 30-metre lay-by (for all vehicles) outside Piers Nos. 2-3 and another 110-metre lay-by (for all vehicles) outside Piers Nos. 4-5 for L/UL activities. No coach L/UL problem is observed.</p>
3. The Peak	<p><u>Coach parking and L/UL facilities are adequate</u></p> <p>There are 20 coach parking spaces and 2 lay-bys (for all vehicles) inside the Peak Galleria. No coach L/UL problem is observed.</p>
4. Stubbs Road Lookout, Wanchai	<p><u>Coach L/UL facilities are under regular review</u></p> <p>There are 4 lay-bys (for all vehicles) outside the Lookout for L/UL activities. Maximum hourly arrival of tourist coaches may reach 70 coaches during evening peak periods.</p> <p>With the co-operation of the tour and coach operators and the traffic management measures by the traffic police during the peak periods, the traffic condition is satisfactory. The demand of the coach lay-by and the effectiveness of the existing traffic management measures would be put under regular review.</p>
5. Repulse Bay	<p><u>Coach parking and L/UL facilities are adequate</u></p> <p>There are 9 coach parking spaces and 50-metre coach lay-bys at Beach Road, and 1 coach parking space at South Bay Road. No coach L/UL problem is observed.</p>

Location	Latest Situation
6. Aberdeen Typhoon Shelter	<p><u>Coach parking and L/UL facilities are adequate</u></p> <p>There are 9 coach parking spaces at Broadview Court residential estate and 2 lay-bys (for all vehicles) opposite to Aberdeen Marina Club. No coach L/UL problem is observed.</p>
7. Stanley Market	<p><u>Coach parking and L/UL facilities are adequate</u></p> <p>There are 4 coach parking spaces at Stanley Beach Road, 3 coach parking spaces at Stanley Mound Road, 8 coach loading/unloading spaces at Stanley Plaza, 1 coach lay-by at Wong Ma Kok Road and 1 coach lay-by at Carmel Road for L/UL activities.</p> <p>In addition, the existing metered coach parking spaces at Stanley Mound Road and Stanley Beach Road have been converted from 2-hour meters to 1-hour meters to improve the turnover of these spaces since February 2005. No coach L/UL problem is observed.</p>
8. Man Mo Temple and Cat Street Market, Sheung Wan	<p><u>Coach parking facilities are adequate</u></p> <p>There are 3 coach parking spaces at Hollywood Road, and 3 metered coach parking spaces at Lok Ku Street. No coach L/UL problem is observed.</p>
9. Statue Square, Central	<p><u>Coach L/UL facilities are adequate</u></p> <p>There are 1 lay-by (for all vehicles) at Jackson Road and 2 lay-bys (for all vehicles) at Chater Road for coach L/UL activities. No coach L/UL problem is observed.</p>

Location	Latest Situation
(B) Kowloon	
10. Hankow Road/Middle Road, Tsim Sha Tsui	<p><u>Coach parking and L/UL facilities are adequate</u></p> <p>There are 4 coach parking spaces and 3 lay-bys (for all vehicles) at Hankow Road. With the cooperation of the tour operators and coach operators in splitting their time of arrival and using other places for assembling and L/UL activities, the traffic condition at this location is satisfactory.</p> <p>With the implementation of two traffic management schemes, namely 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 Middle Road and Hankow Road is found to be satisfactory.</p>
11. Bristol Avenue, Tsim Sha Tsui	<p><u>Coach parking and L/UL facilities are under review</u></p> <p>4 metered coach parking spaces have been provided at Bristol Avenue since early 2006. In addition, 8 coach parking spaces will be provided within the URA development. The situation will be reviewed in due course.</p>
12. Wong Tai Sin Temple	<p><u>Coach parking and L/UL facilities are adequate</u></p> <p>Parking spaces for coaches will be provided by 2007 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. Coaches may also make use of the kerbside space along Wong Tai Sin Road. The current situation is satisfactory.</p>

Location	Latest Situation
13. Bird Garden, Yuen Po Street, Mongkok	<p><u>Coach L/UL facilities are adequate</u></p> <p>There are 3 lay-bys (for all vehicles) at Flower Market Road, Sai Yee Street, and Prince Edward Road West between Yuen Po Street and Yuen Ngai Street. The 3 lay-bys together can provide about 17 spaces for coach L/UL activities. It is observed that the utilization rate of these lay-bys by coaches is low. No coach L/UL problem is observed.</p>
14. Jade Market, Reclamation Street, Yau Ma Tei	<p><u>Coach parking and L/UL facilities are adequate</u></p> <p>There are 3 coach parking spaces at Canton Road (north of Saigon Street), 1 lay-by for coaches at Canton Road (south of Saigon Street), and 1 lay-by (for all vehicles) at Reclamation Street. With the co-operation of the tour operators and coach operators in scattering their time of arrival/departure, the traffic condition is satisfactory. No coach L/UL problem is observed.</p>
15. Tsim Sha Tsui Waterfront	<p><u>Coach parking and L/UL facilities are under review</u></p> <p>Currently, the kerbside space along Salisbury Road westbound outside the Space Museum has been reduced to allow only one coach to pick-up/set-down passengers due to occupation by the KCRC Kowloon Southern Link project. The L/UL area outside Sogo Department Store can accommodate about 8 coaches simultaneously. However, the demand for parking and L/UL facilities exceeds the current provision. Double parking and traffic queues are sometimes observed if traffic police is not present.</p> <p>A long coach lay-by for 10 coaches next to the Tsim Sha Tsui East promenade and New World Centre has been made partially available for use since August 2005. Upon the completion of the</p>

Location	Latest Situation
	<p>footbridge foundation works in that vicinity by early 2007, the coach lay-by can be made fully available and the condition is expected to improve.</p> <p>In the longer term, 4 coach lay-bys have been included in the proposal for the future Cultural Square at Salisbury Garden. In addition, 4 pick-up/set-down spaces will be provided along Salisbury Road westbound outside Cultural Centre upon the relocation of the Star Ferry Public Transport Interchange, which is tentatively scheduled for 2007-08.</p>
16. Ladies' Market, Tung Choi Street, Mongkok	<p><u>Coach parking and L/UL facilities are adequate</u></p> <p>There are 9 coach parking spaces at Sai Yee Street and 1 lay-by (for all vehicles) along the southern kerbside of Soy Street. It is observed that tourists seldom access the location by coaches. No coach L/UL problem is observed.</p>
17. Temple Street Market, Yaumatei	<p><u>Coach L/UL facilities are adequate</u></p> <p>There are 3 lay-bys (for all vehicles) at Reclamation Street between Tung Kun Street and Public Square Street; 1 lay-by (for all vehicles) at Wing Sing Lane; and 1 lay-by (for coaches) at Public Square Street between Temple Street and Shanghai Street. No coach L/UL problem is observed.</p>
18. Dundas Street, Mongkok	<p><u>Coach L/UL facilities are adequate</u></p> <p>There are 2 lay-bys (for all vehicles) at Kwong Wa Street for coach L/UL activities. It is observed that tourists seldom access the location by coaches. No coach L/UL problem is observed.</p>
19. KCR Hung Hom Station, Hung Hom	<p><u>Coach parking and L/UL facilities are adequate</u></p> <p>There are 8 coach parking spaces and 8 coach lay-bys at the open space next to the Hong Kong</p>

Location	Latest Situation
	<p>Coliseum; 2 lay-bys (for all vehicles) at podium level of KCR Hung Hom Station; and 6 coach lay-bys at podium level (eastern-most bay) of KCR Hung Hom Station.</p> <p>No tailing back from the coach parking and lay-by area has been observed. The coach lay-by at podium level (eastern-most bay) is usually found left vacant.</p>
<p>20. Hung Hom (Shun Fung Street, San Ma Tau Street, Pak Tai Street and Kowloon City Road)</p>	<p><u>Coach parking and L/UL facilities are adequate</u></p> <p>There are 10 coach parking spaces at Shun Fung Street and King Wan Street since May 2006; 10 coach parking spaces at San Ma Tau Street near Kowloon City Ferry Pier; 5 coach parking spaces at Pak Tai Street; 4 coach parking spaces at Kowloon City Road; and 1 lay-by for 2 coaches at Kwei Chow Street.</p> <p>With the co-operation of the tour operators and coach operators in scattering their pick-up/set-down locations and the assistance of traffic police in this area, the traffic condition is satisfactory. No coach L/UL problem is observed.</p>
<p>21. Lei Yue Mun</p>	<p><u>Coach parking and L/UL facilities are adequate</u></p> <p>There are 5 coach parking spaces at Tung Yuen Street, 4 coach parking spaces at Shung Shun Street near the public pier, one 30-metre coach lay-by at Shung Shun Street and one 30-metre lay-by (for all vehicles) at Lei Yue Mun Path. No coach L/UL problem is observed.</p>
<p>22. Hammer Hill Road in Diamond Hill (near Chi Lin Nunnery)</p>	<p><u>Coach parking and L/UL facilities are under review</u></p> <p>There are one 50-metre lay-by (for all vehicles) at Sheung Yuen Street, 1 lay-by (for all vehicles) at</p>

Location	Latest Situation
	<p>Fung Tak Road, 8 coach loading spaces at Fung Tak Road and 2 loading spaces (for all vehicles) at Chi Lin Drive.</p> <p>15 coach parking spaces and 5 coach lay-bys are being planned within the Hammer Hill Road District Park in Diamond Hill.</p>
23. Factory outlets at Dyer Avenue, Hung Hom	<p><u>Coach parking and L/UL facilities are under review</u></p> <p>There are 6 coach parking spaces along Dyer Avenue and one 80-metre lay-by (for all vehicles) along Hung Hom Road southbound outside Hutchison Park. The demand for coach parking and L/UL facilities exceeds the current provision. We are planning to convert 2 general lay-bys at Man Lok Street for use by coaches only from 7am to 7pm. These 2 lay-bys will accommodate about 7 coaches. However, there are objections from the locals to the proposal during circulation.</p>
(C) New Territories	
24. Po Lin Monastery (Buddha Statue), Lantau Island	<p><u>Coach parking and L/UL facilities are adequate</u></p> <p>A new public transport interchange cum car and coach park has been completed. There are 19 parking spaces for coaches. There is also a lay-by at Ngong Ping Road to accommodate 2 buses/coaches. No coach L/UL problem is observed.</p>
25. Railway Museum at Tai Po Market near Yan Hing Street, Tai Po	<p><u>Coach L/UL facilities are adequate</u></p> <p>Yan Hing Street is not a busy street and provision has been made to allow only coaches to carry out L/UL activities at Yan Hing Street fronting the Museum. No coach L/UL problem is observed.</p>

Location	Latest Situation
26. Memorial Monuments for Sai Kung Martyrs during World War II , Sai Kung	<p><u>Coach L/UL facilities are adequate</u></p> <p>A general lay-by (for all vehicles) has been provided at the access road leading to the Memorial Monuments. No coach L/UL problem is observed.</p>
27. Lung Yuek Tau Heritage Trail, Sheung Shui	<p><u>Coach L/UL facilities are adequate</u></p> <p>There are 3 coach parking spaces at Sha Tau Kok Road near the entrance to the Trail. No coach L/UL problem is observed.</p>
28. Wishing Tree at Lam Tsuen, Tai Po	<p><u>Coach parking and L/UL facilities are adequate</u></p> <p>40 spaces are temporarily provided at a nearby vacant Government land for coach L/UL purposes. Furthermore, Police will implement special traffic arrangement during Chinese New Year to facilitate L/UL of coaches. No coach L/UL problem is observed.</p>
29. Sai Kung Town, Sai Kung	<p><u>Coach parking facilities are adequate</u></p> <p>A short-term tenancy vehicle park with 200 spaces (including coach parking spaces) was provided at the town centre south near the police station. No coach L/UL problem is observed.</p>
30. Tsim Bei Tsui at Lau Fau Shan, Yuen Long	<p><u>Coach parking facilities are adequate</u></p> <p>There are 20 coach parking spaces provided in a private car park in Tsim Bei Tsui. In addition, 8 coach parking spaces are also provided along Deep Bay Road. No coach L/UL problem is observed.</p>

Location	Latest Situation
31. Wan Fau Sin Koon at Tin Shui Wai	<p><u>Coach parking facilities are adequate</u></p> <p>There are 4 coach lay-bys along Deep Bay Road for coach L/UL activities. In addition, two pieces of vacant land within the compound of Wan Fau Sin Koon can provide spaces to accommodate about 33 coaches. No coach L/UL problem is observed.</p>
32. Skyrail at Tung Chung, Lantau Island	<p><u>Coach parking and L/UL facilities are adequate</u></p> <p>There are 15 coach L/UL and parking spaces provided within the Tung Chung Skyrail Terminal. In addition, there are 6 metered parking spaces and spaces for L/UL at Tat Tung Road and 10 metered parking spaces at Fu Tung Street for coaches. No coach L/UL problem is observed.</p>

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

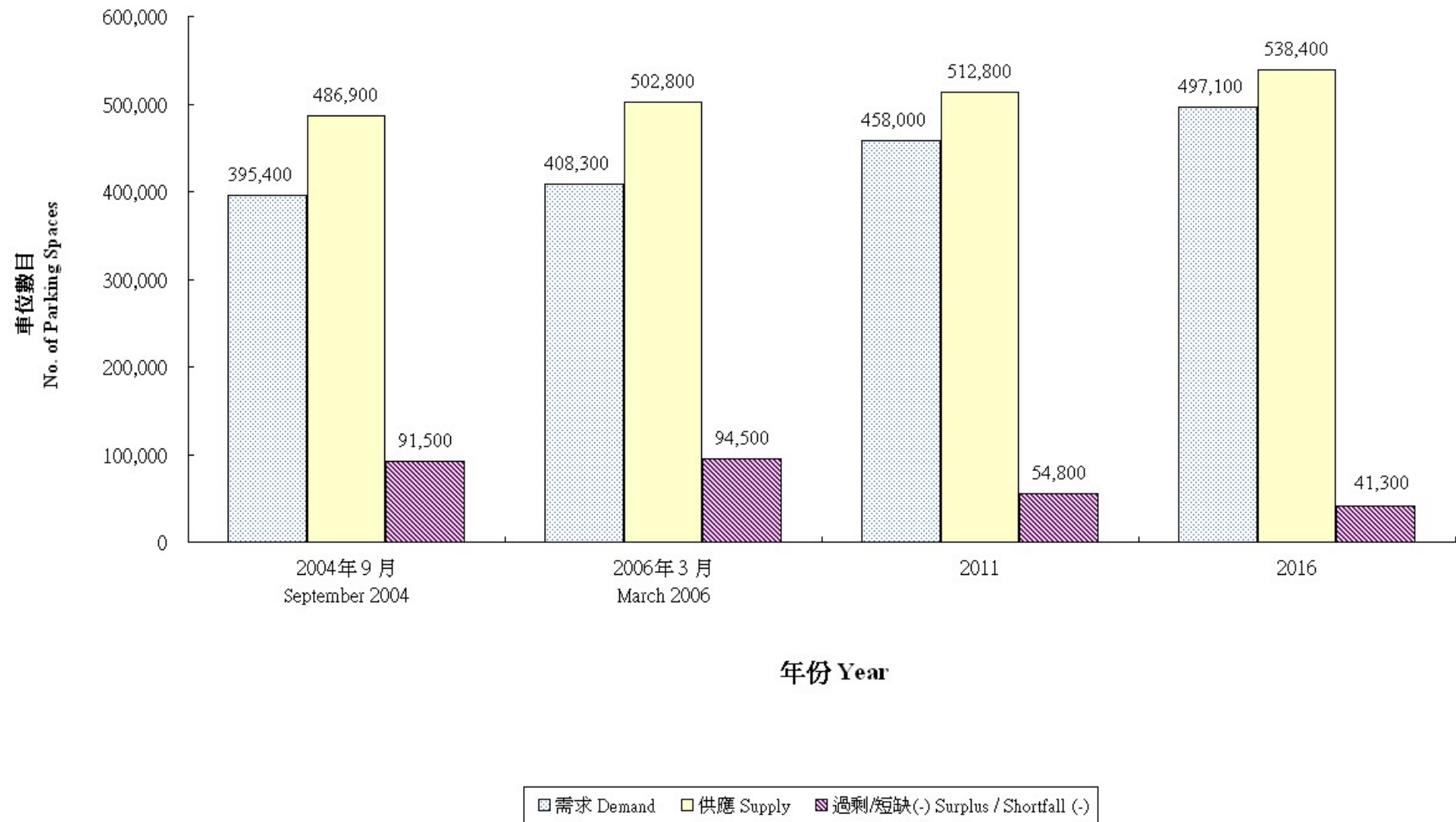


圖 2: 私家車泊車位供求情況 - 日間
Figure 2: Demand and Supply Situation of Private Car Parking Spaces - Day-time

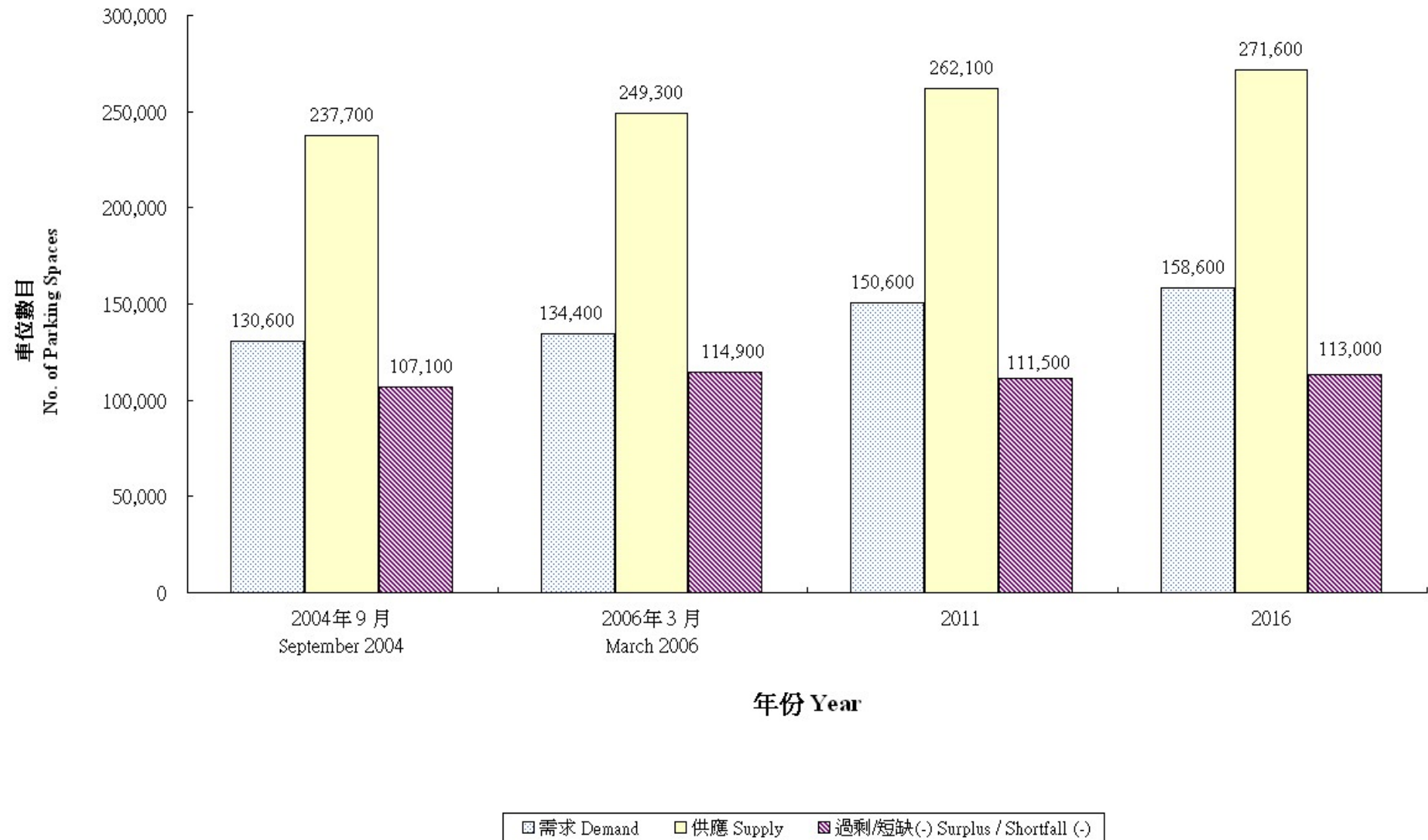


圖 3: 貨車泊車位供求情況 - 夜間

Figure 3: Demand and Supply Situation of Goods Vehicle Parking Spaces - Night-time

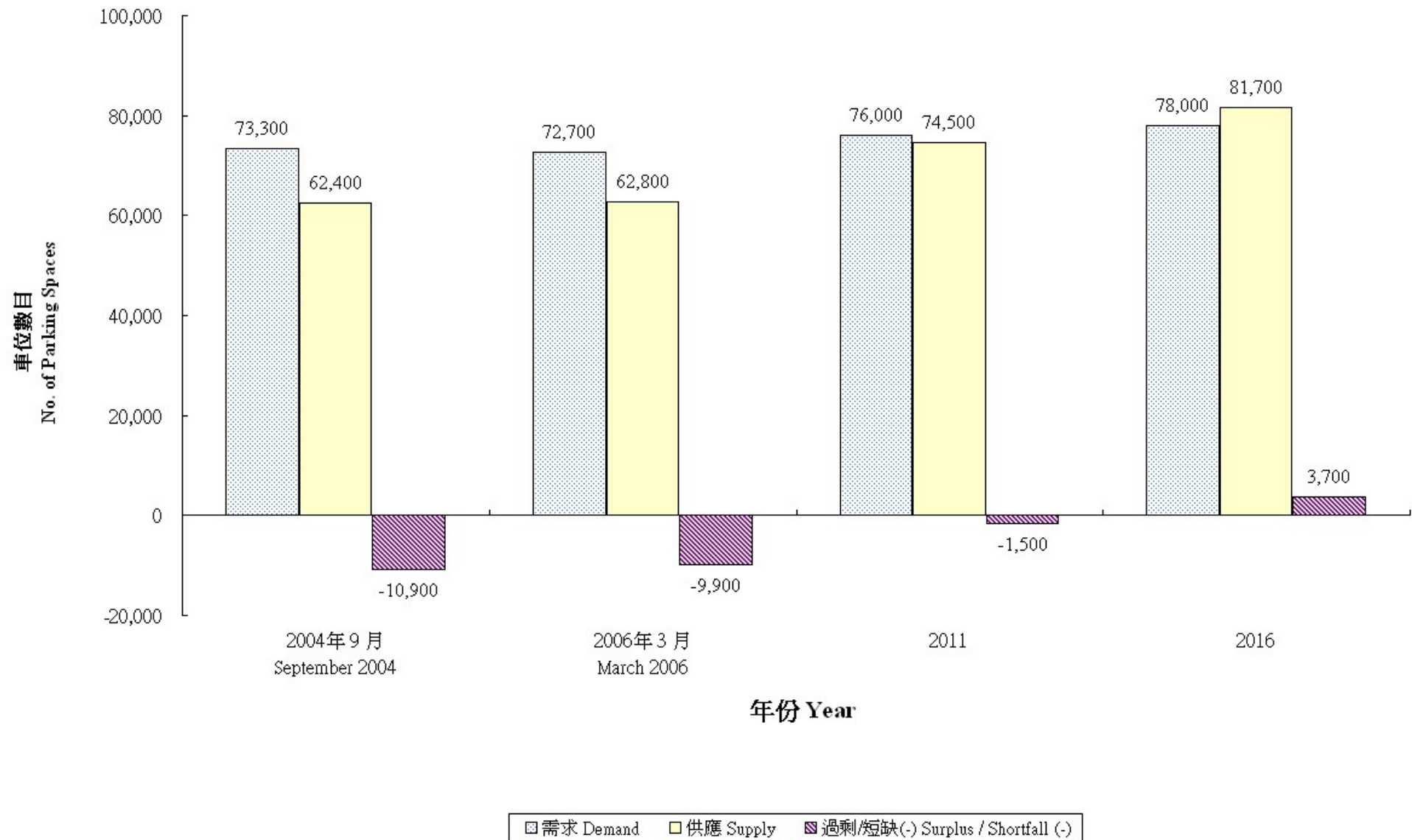
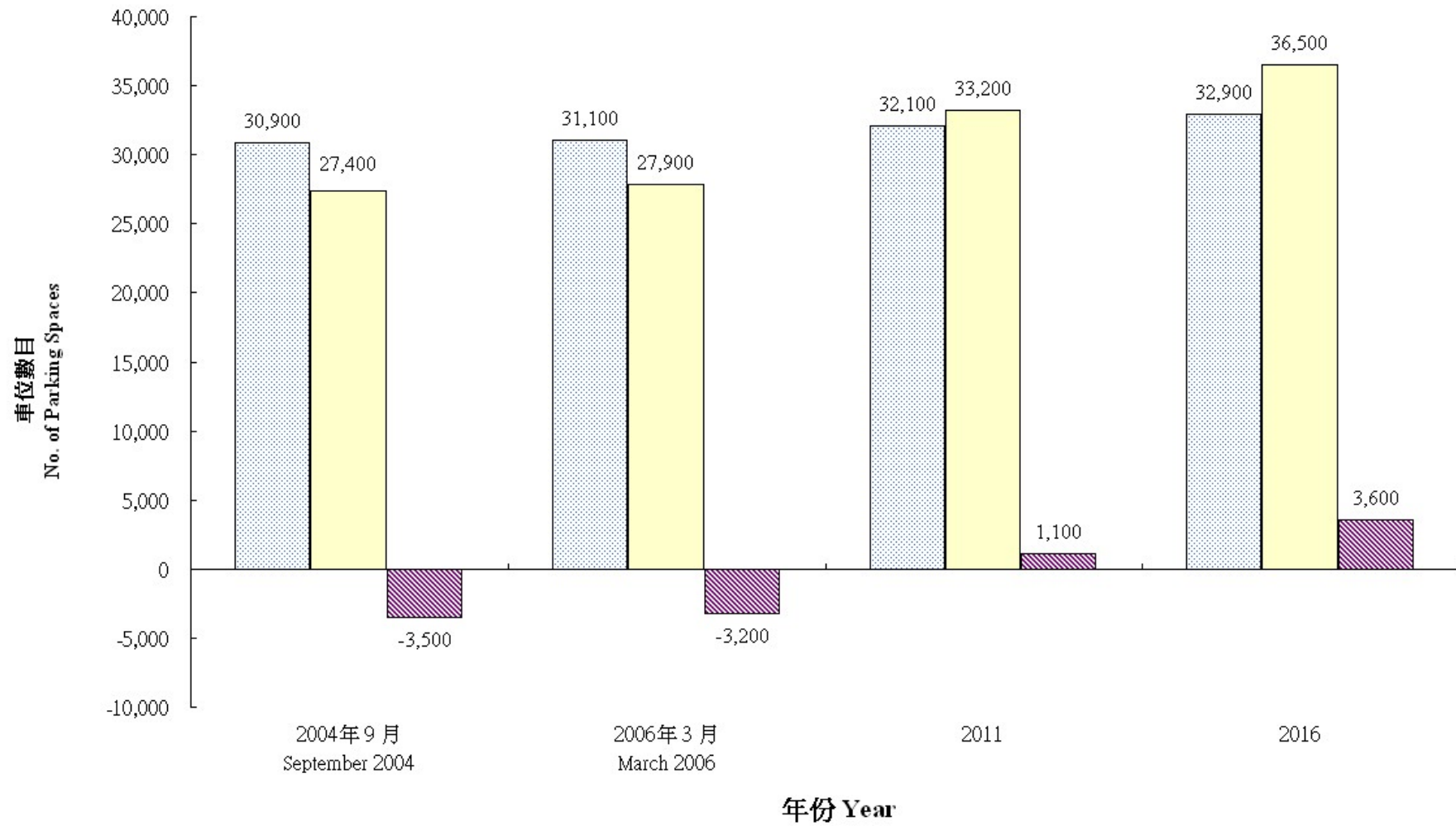


圖 4: 輕型貨車泊車位供求情況 - 夜間

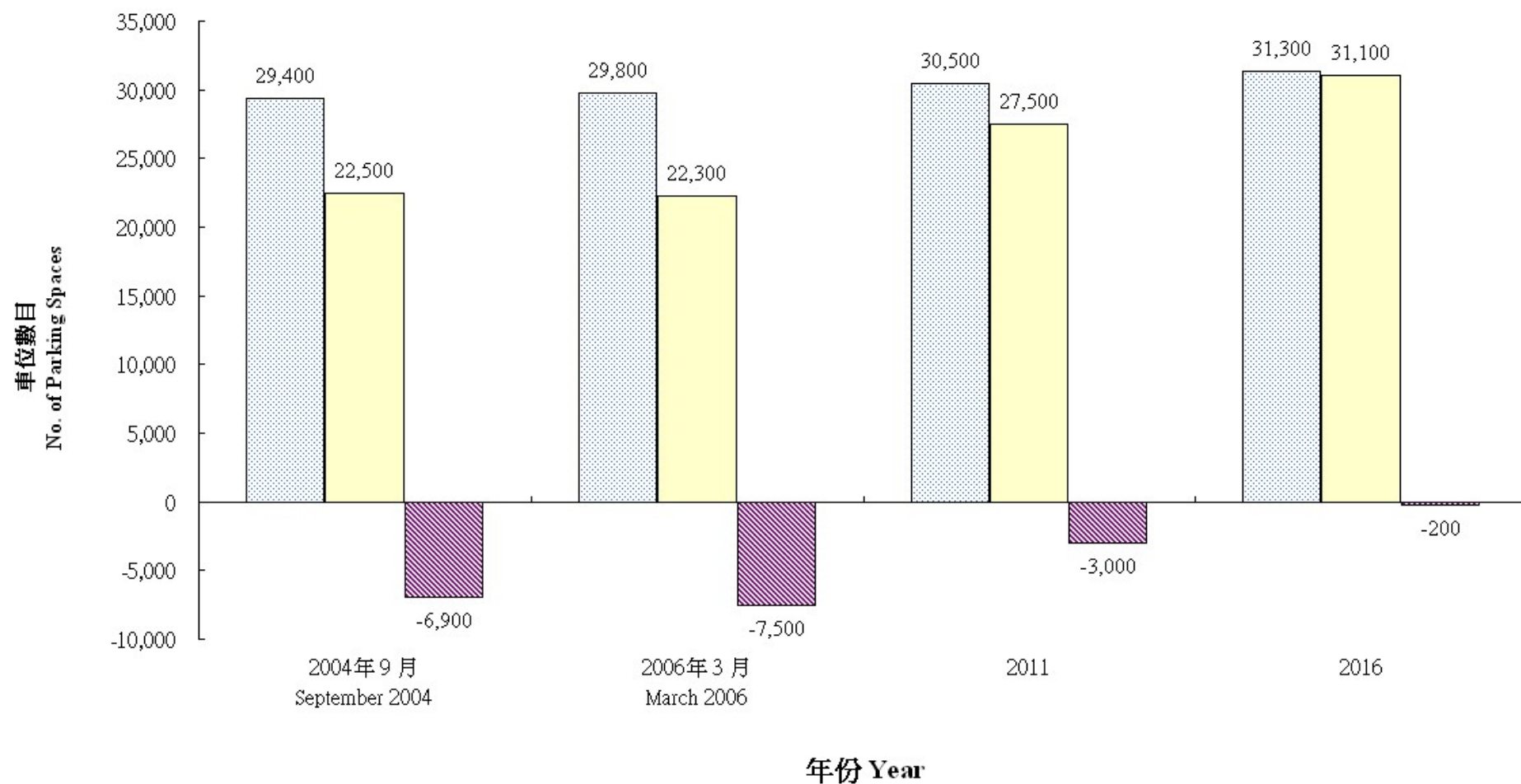
Figure 4: Demand and Supply Situation of Light Goods Vehicle Parking Spaces - Night-time



需求 Demand 供應 Supply 過剩/短缺(-) Surplus / Shortfall (-)

圖 5: 中/重型貨車泊車位供求情況 - 夜間

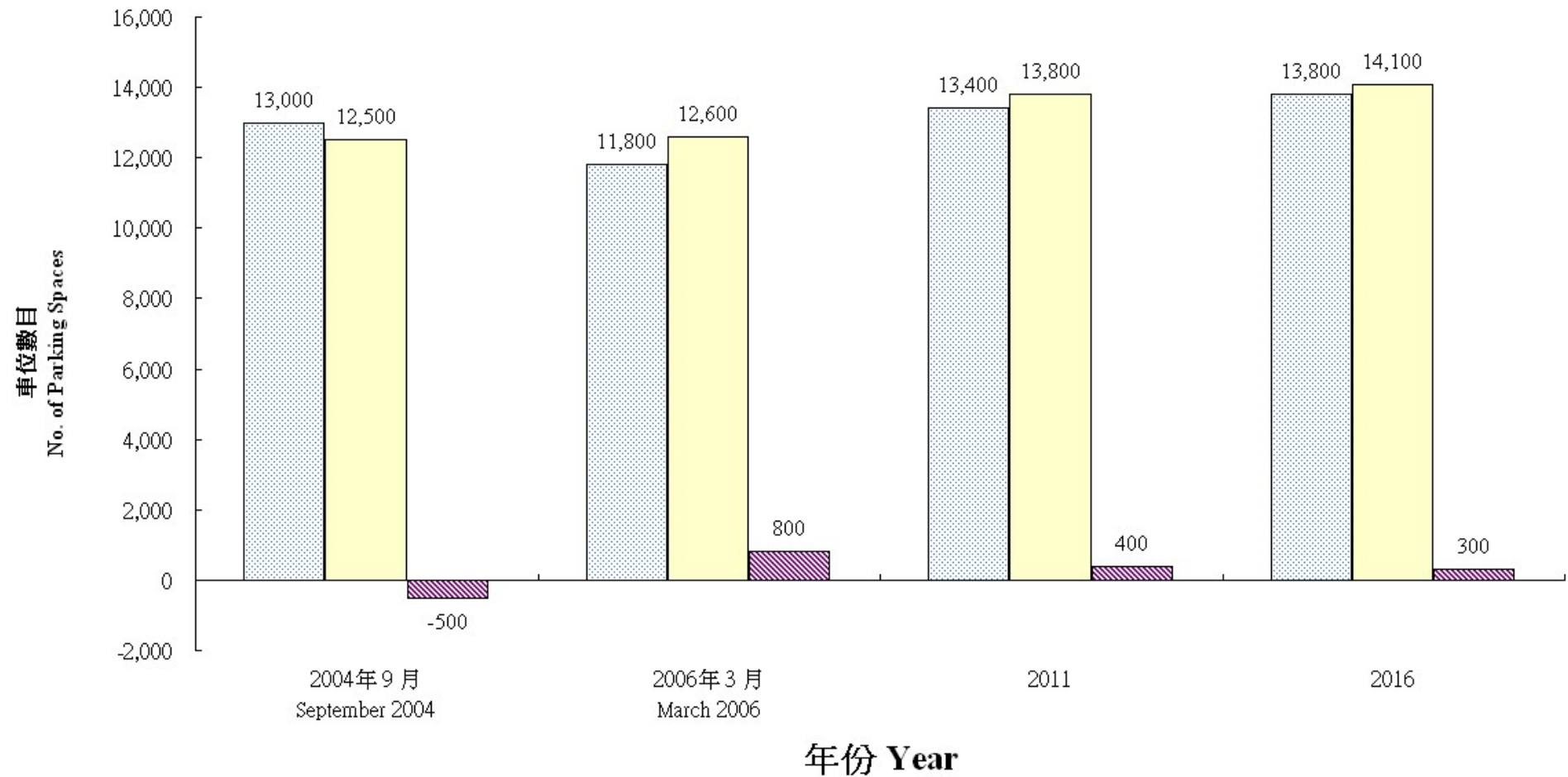
Figure 5: Demand and Supply Situation of Medium/Heavy Goods Vehicle Parking Spaces - Night-time



需求 Demand 供應 Supply 過剩/短缺(-) Surplus / Shortfall (-)

圖 6: 貨櫃車泊車位供求情況 - 夜間

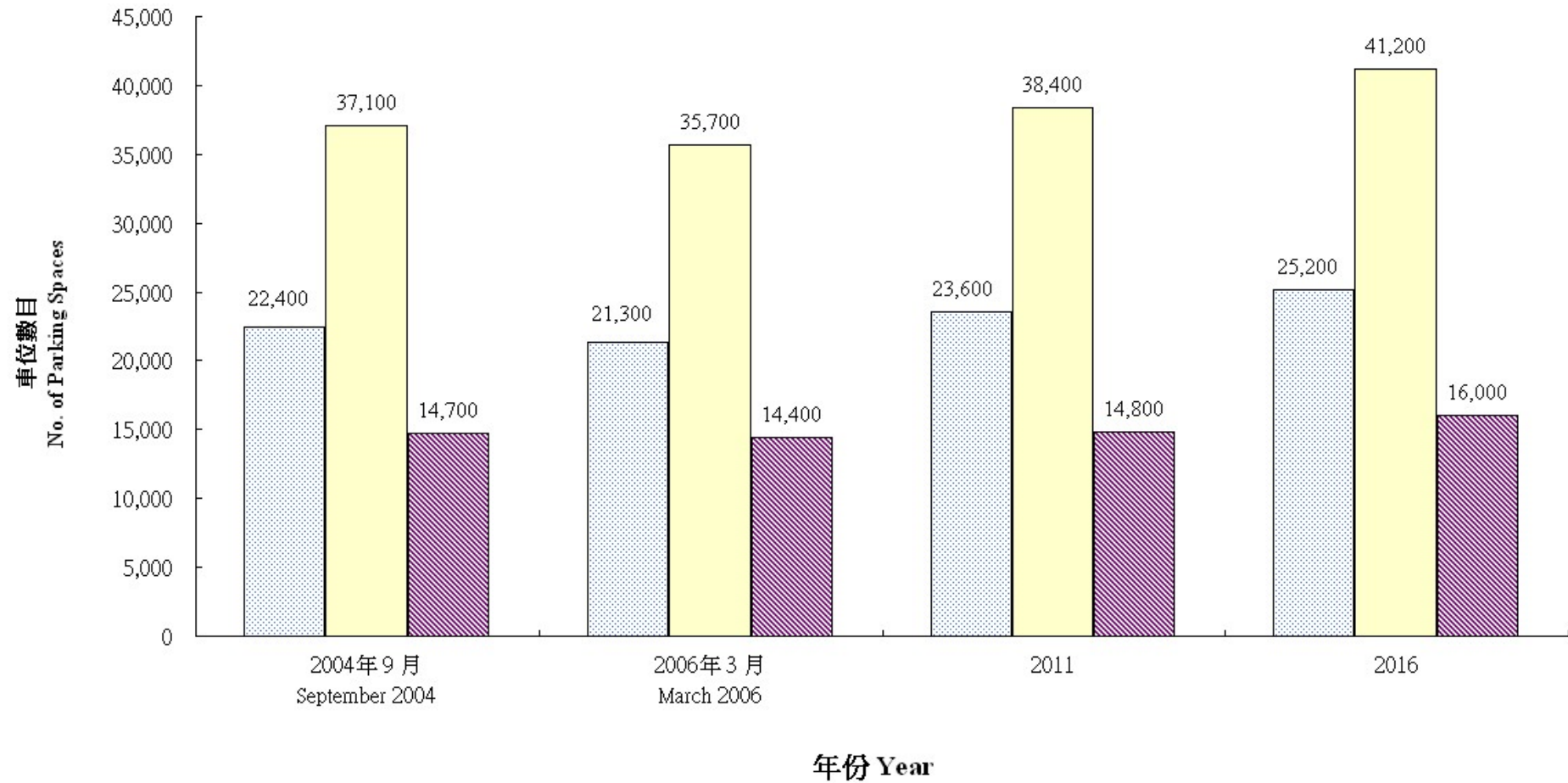
Figure 6: Demand and Supply Situation of Container Vehicle Parking Spaces - Night-time



需求 Demand 供應 Supply 過剩/短缺(-) Surplus / Shortfall (-)

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



需求 Demand 供應 Supply 過剩/短缺(-) Surplus / Shortfall (-)

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

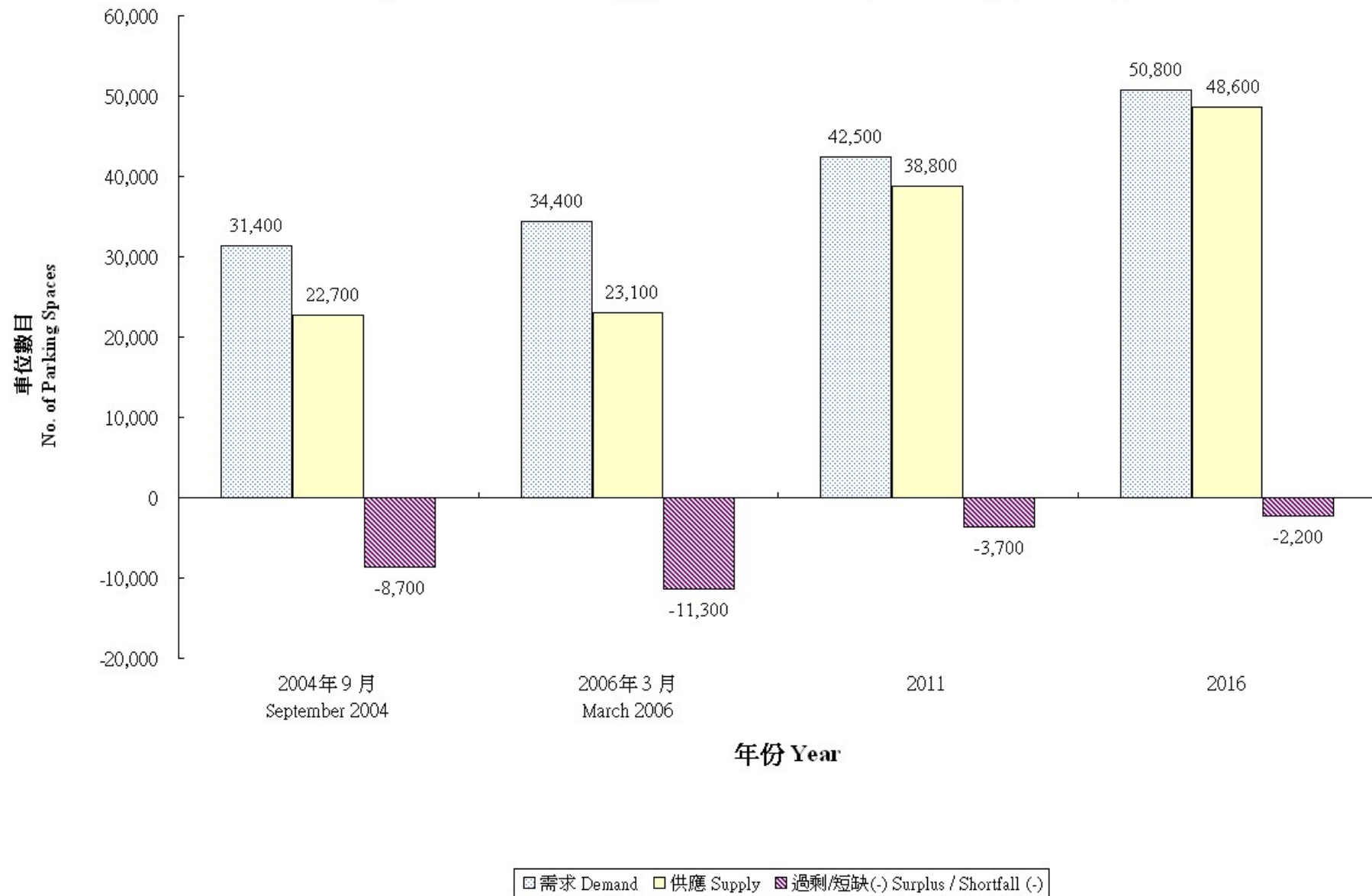
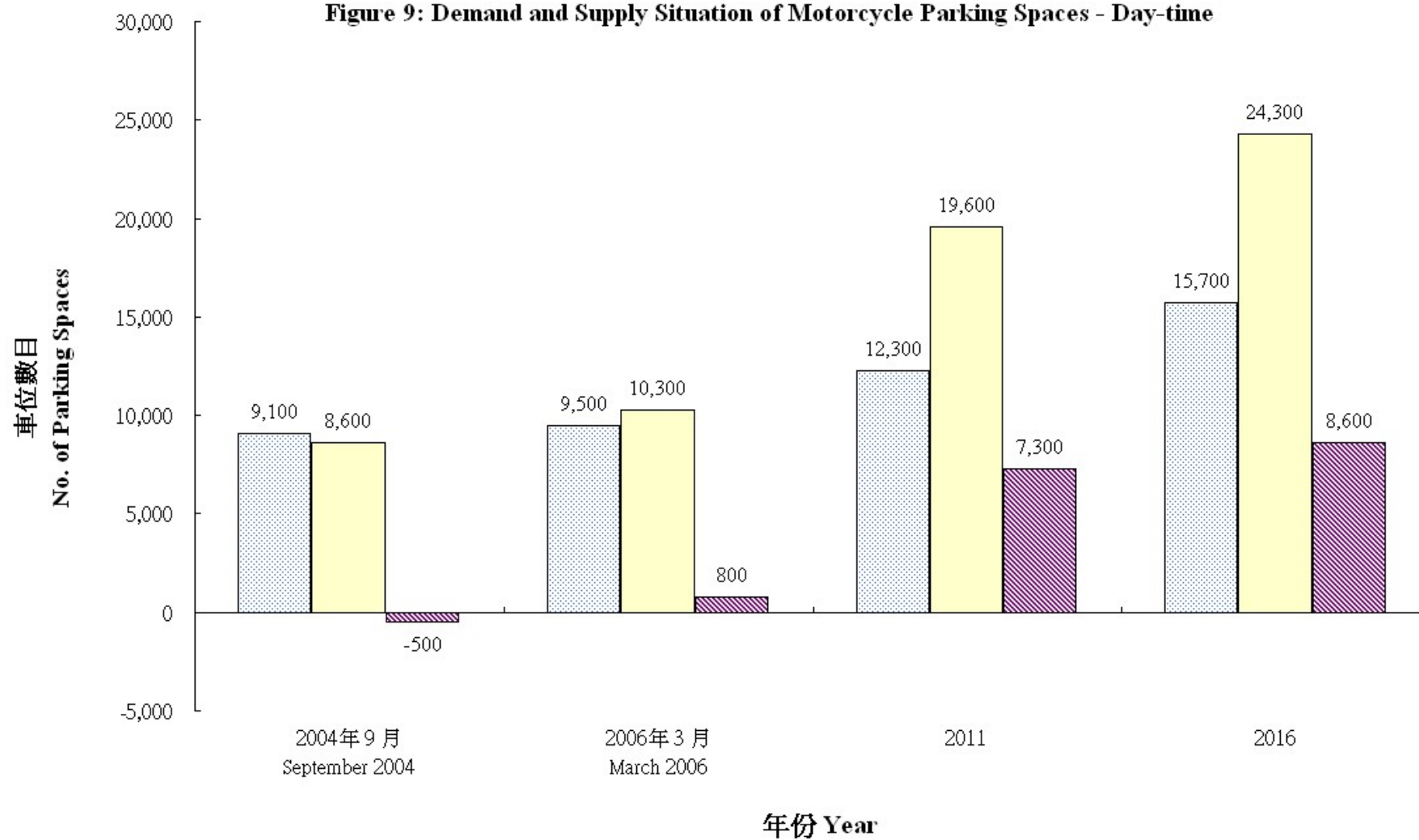


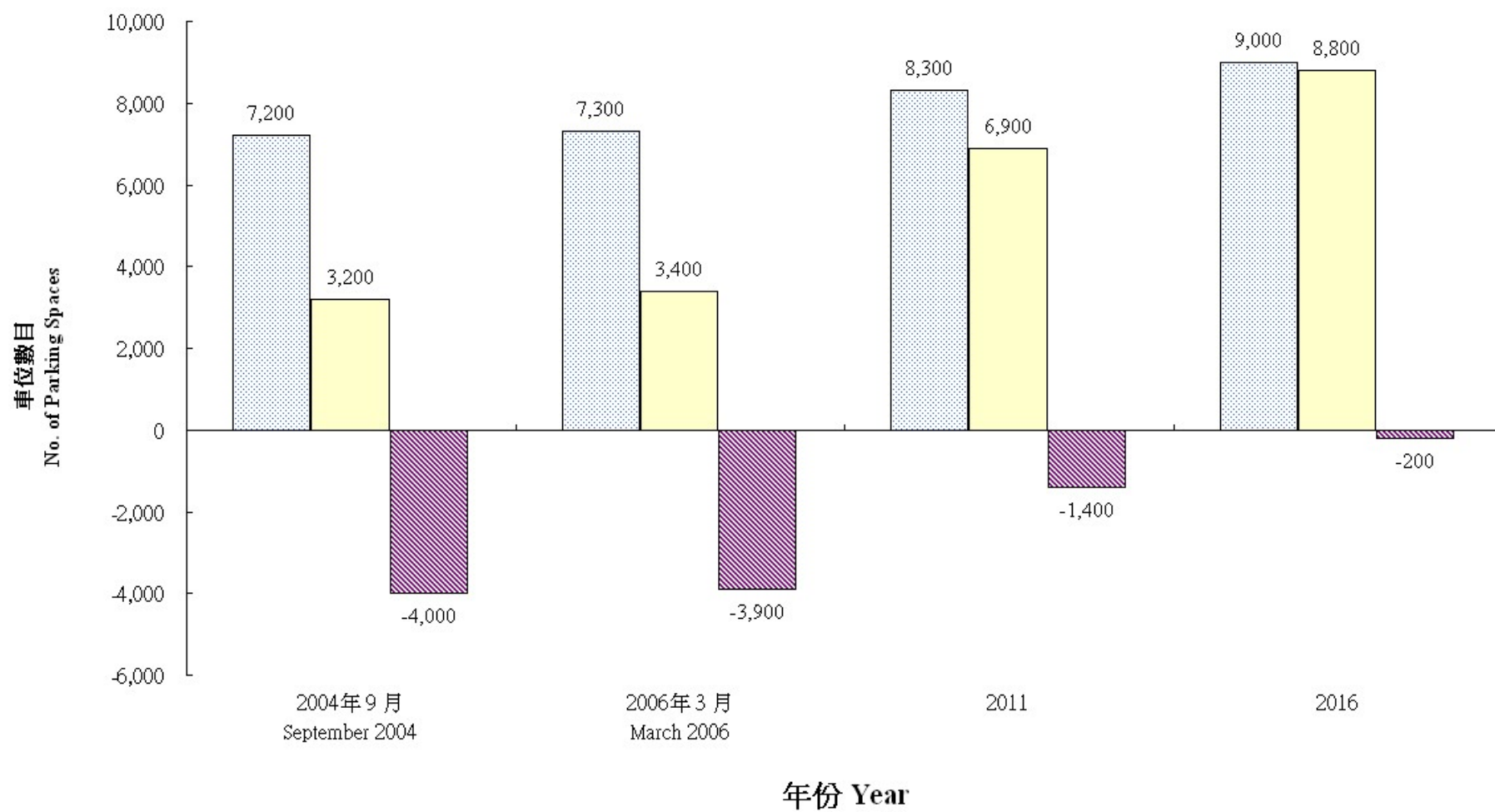
圖 9：電單車泊車位供求情況 - 日間

Figure 9: Demand and Supply Situation of Motorcycle Parking Spaces - Day-time



需求 Demand 供應 Supply 過剩/短缺(-) Surplus / Shortfall (-)

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



需求 Demand 供應 Supply 過剩/短缺(-) Surplus / Shortfall (-)