

Coach and Goods Vehicle Parking at the Harbourfront

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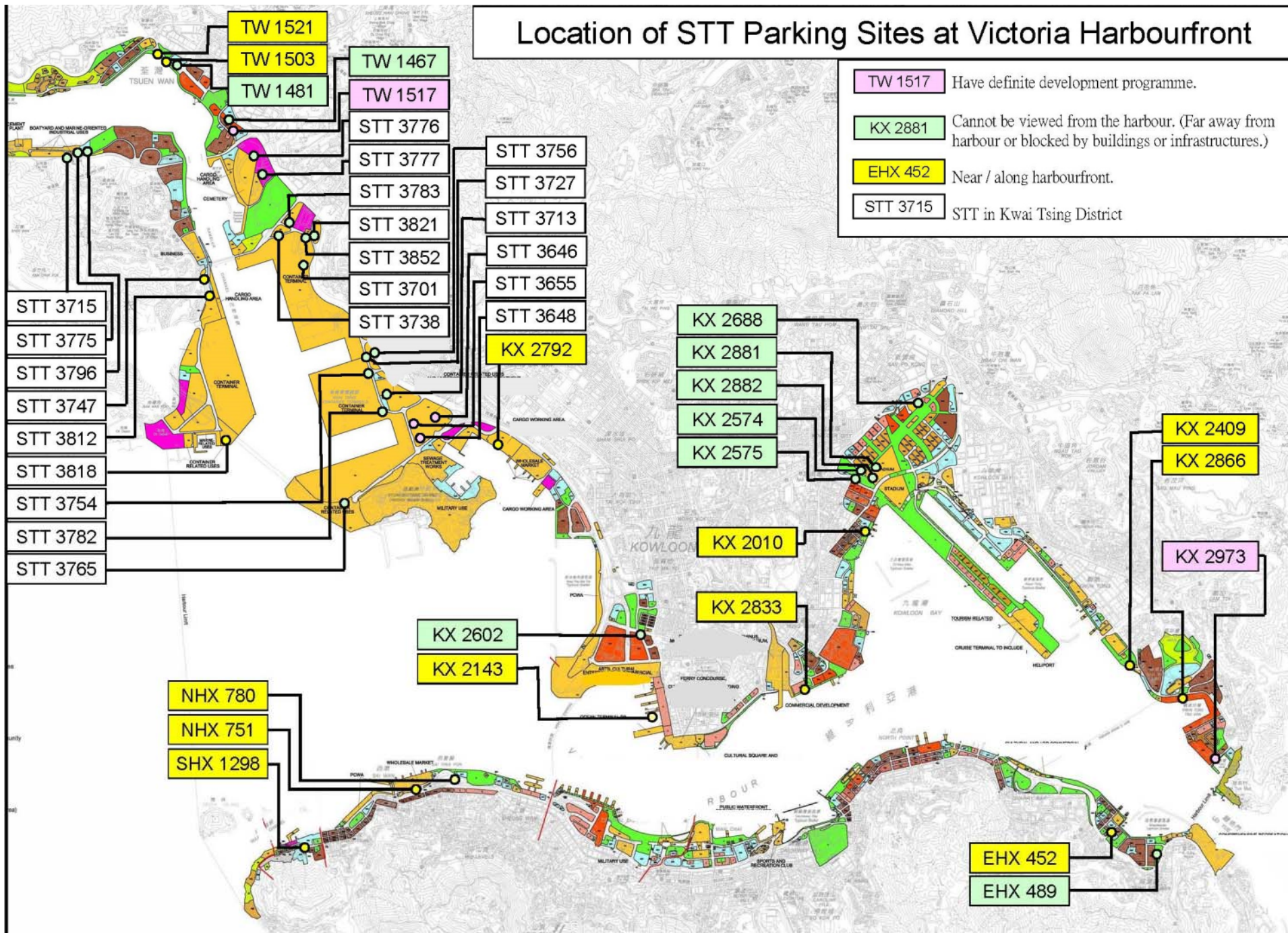
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Background

- **Coach and GV serve the tourism and logistic industries and have genuine parking demand**
- **Parking spaces are provided:**
 - ✓ In developments as required by the Hong Kong Planning Standards and Guidelines (HKPSG)
 - ✓ On-street
 - ✓ In STT sites
- **In Hong Kong, STT sites provide 26% of GV and coach parking spaces, of which 46% are at Harbourfront**
- **In Dec 2014, 23 Harbourfront STT carpark provide 2,360 private car, 60 motorcycle, 740 coach and 1,600 GV parking spaces**

Location of STT Parking Sites at Victoria Harbourfront

- TW 1517 Have definite development programme.
- KX 2881 Cannot be viewed from the harbour. (Far away from harbour or blocked by buildings or infrastructures.)
- EHX 452 Near / along harbourfront.
- STT 3715 STT in Kwai Tsing District



Parking need of GV and Coaches

- **Demand for coach parking/loading/unloading continue to increase at tourist hotspots**
- **The logistic trade expressed concerns on inadequate GV parking spaces**
- **LegCo and District Council members, local residents urge for improvement to ease the traffic problems caused by coaches**
- **Mounting pressure on development of many STT sites, including those at Harbourfront, because of general land shortage**
- **Public car parks may not be compatible with land use of new developments**
- **Measures required to alleviate potential problems**

Function and Uniqueness of STT sites

- **Coach and GV too large for ordinary covered car parks; limited number of compatible developments completed in past decades**
 - The trades depend very much on on-street and STT parking
- **The rapid vehicle growing in recent years constrains the provision of on-street parking**
- **STT sites become the major supply for coach and GV parking**

Function and Uniqueness of STT sites

- **Flexible – quick implementation as well as termination**
- **No height restriction**
- **Can accommodate more vehicles as no columns, ramps and walls in open area**
- **More cost-effective and attractive to users than multi-storey car parks**
- **More responsive to demand changes and help alleviate congestion and illegal parking, especially at tourist hotspots**

Measures adopted by the Government

- **Provide more on-street parking/loading/unloading spaces**
- **Liaise with LandsD for additional/replacement STT sites**
- **Explore with LandsD for converting existing STT sites or spaces in STT sites for the use of coach and/or GV only**
- **Discuss with LandsD and PlanD to provide coach and/or GV parking spaces in new developments**

Regional Improvement Measures (1/3)

- **HKI**
 - GV parking/loading/unloading demand study completed in 2013:
 - ✓ Only minor shortfall in Central & Western and Wan Chai Districts, unless STT sites would be reduced significantly
 - ✓ Additional on-street parking spaces should be provided
 - 21 GV parking spaces would be provided under Connaught Road West Flyover
 - For coaches: 100 parking spaces being provided in Ocean Park, 33 and 30 to be provided in Wan Chai North and ex-North Point Estate sites
 - Additional on-street pick up/drop off/parking facilities

Regional Improvement Measures (2/3)

- **Kowloon**

- To resolve coach parking problem in Tsim Sha Tsui (Salisbury Road, Chatham Road South) and Hung Hom (Hok Yuen Street, Man Lok Street, Sung On Street)
 - ✓ Provided 34 on-street coach parking spaces in the past 3 years
 - ✓ Extend Salisbury Road layby to accommodate 3 more coaches at the same time (completed by early 2016)
 - ✓ 70 coach/GV parking spaces at proposed STT sites at Wa Shun Street and Bailey Street
- Maintain close liaison with the Police and the Tourism Commission

Regional Improvement Measures (3/3)

- **Kwai Tsing**
 - Feasibility study (to be completed by mid 2015) of multi-storey car park for container trucks and medium/heavy goods vehicles.
- **Kai Tak**
 - Energizing Kowloon East Office is studying parking space requirements in Kowloon Bay Action Area, Kwun Tong Action Area and Tourism Node

Way forward

- **Continue to supply GV and coach parking spaces in accordance with HKPSG in developments**
- **Provide STT sites to meet GV and coach parking demand**
- **Liaise with PlanD and LandsD to provide necessary public parking spaces as part of new developments**
- **Monitor parking situation and provide more on-street parking and loading/unloading spaces to the needs in various districts whenever possible**



End