

# **Harbourfront Commission**

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For discussion  
on 23 March 2015

HC/01/2015

## **Coach and Goods Vehicle Parking at the Harbourfront**

### **PURPOSE**

This paper provides Members with an overview of the coach and goods vehicle (“GV”) parking situation at the Harbourfront and the current situation and planning efforts in meeting the demand in various districts.

### **BACKGROUND**

2. Transportation by coaches and GVs are economic drivers for the tourism industry and the logistic industry of Hong Kong. There is a need to cater for their demand for parking spaces. As of December 2014, the number of licensed coaches and GVs are about 7,500 and 74,000 respectively.

3. The Government has been adopting various means to provide parking spaces for commercial vehicles in Hong Kong. In new developments, developers are required to provide a specified number of parking spaces in the developments as stipulated under the Hong Kong Planning Standards and Guidelines (“HKPSG”). The Government may request developers of new developments to provide extra public parking spaces for certain types of vehicles after taking into account the traffic condition in the vicinity. To address the short-term demand, the Government will provide on-street parking spaces where appropriate and use sites with no immediate development plans (i.e. short term tenancy (“STT”) sites) as car parking lots.

### **PARKING NEED OF GV AND COACHES**

4. There has been increasing demand for coach parking in recent years. The prospering tourism industry has been exerting pressure on the Government for finding adequate coach parking, as well as loading/unloading (“L/UL”) spaces at existing and new tourist hotspots,

including those at the Harbourfront. In addition, members of Legislative Council and District Council (“DC”) and residents in tourist districts have expressed grave concerns on traffic problems caused by coaches. For example, there is widespread discontent among members of the Kowloon City DC regarding the traffic problem caused by coaches serving visitors to the restaurants, jewellery and souvenir shops in the Hung Hom area. In Central & Western DC, DC members have expressed concern about inadequate provision of GV parking spaces in the district.

5. On the supply side, there has been mounting pressure on the development of many STT sites, including those in the Harbourfront areas, in recent years because of a general shortage of land suitable for various development needs. Compatibility of the inclusion of public car parks into future developments of these STT sites with the planned use of the sites is also an issue of concern. The TD has been actively taking measures to handle the problem and plan for replacement car parking spaces.

### **IMPORTANCE OF STT SITES FOR CAR PARKING PURPOSE**

6. For years, the Government has endeavoured to incorporate, during the planning process, parking spaces into private developments. However, for coach and GV parking spaces, there have not been as many parking spaces that can be provided through this means, given the limited number of suitable developments with compatible land use<sup>1</sup> completed in the past decades. This has made the trades very much dependent on on-street parking spaces and STT car parks. TD had in the past provided on-street metered or non-metered parking spaces for GVs and coaches where the road condition was suitable for such use. Due to the rapid growth of the overall vehicle fleet resulting in worsening of road congestion, road sections that are suitable for designating GV and coach parking spaces therein are becoming rare. Thus STT sites have become the major source of parking spaces for both GVs and coaches.

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<sup>1</sup> As per HKPSG requirements, parking spaces for coaches and GVs would be provided in developments of hotel and industrial use/subsidised housing respectively for the parking need of those developments.

7. STT sites are useful and flexible means of providing car parking spaces. Implementation requires relatively little time. Also, Lands Department can cease the tenancies only by giving relatively short notice. Unlike covered car parks with headroom restriction, STT car parks can accommodate large vehicles as most of them are open air parking sites.

8. Some have suggested building multi-storey car parks for coaches and GVs. While the Government would look into the feasibility (see paragraph 20 below) in suitable cases, multi-storey car parks may not be cost-effective and attractive to coach and GV drivers as overnight parking if they are not close to the usual final destinations of their daily operation. Multi-storey car parks may also not be as cost-effective and attractive as hourly parking if they are not close to the destinations of their daytime work schedule (e.g. location of tourist spots for coaches). These drivers may choose to park illegally on-street instead, creating a host of other problems. In the longer term, multi-storey car parks for coaches may not be flexible enough as the location of tourist hotspots and operation mode of shops may change in response to the changes in tourists' itineraries and interests. When permanent coach parking spaces are provided, they could become under-utilised if the adjacent tourist visiting points are no longer attractive. Also, provision of a multi-storey car park for coaches and/or GVs has to take into account the planning intent of the land use zoning of the concerned area. For example, it may not be appropriate to provide coach and/or GV parking spaces in areas predominantly made up of residential developments.

### **STT SITES USED FOR PARKING IN THE HARBOURFRONT AREA**

9. From time to time, there have been calls for parking and L/UL facilities near tourist hotspots at the Harbourfront. The TD will endeavour to provide more on-street coach parking spaces and picking-up/dropping-off points at kerbsides if practicable. However, to enhance flexibility in the provision of parking and L/UL spaces for coaches, there is a need to retain some STT car parks, particularly in popular tourist hotspots in the short-to-medium term, to facilitate coaches using off-street parking spaces rather than staying/waiting on-street after unloading. STT car parks which

are located in close proximity to tourist hotspots at or near the Harbourfront (including Central & Western, Eastern, Wan Chai, Kowloon City, Yau Tsim Mong, Hung Hom, To Kwa Wan, Sham Shui Po, Kwun Tong, Tsuen Wan and Kwai Tsing) provide greater incentive for coach operators to park at the STT sites in between the pick-up time for the tourists instead of waiting on-street. Thus, STT sites serving as facilities for coach parking actually help alleviate the congestion problem and illegal coach parking situation in the Harbourfront area.

10. Currently, STT sites provide 26% of all coach and GV parking spaces in Hong Kong, and 46% of these parking spaces are located near the harbourfront. In number terms, there are 23 STT car parks at or near the Harbourfront (after excluding Kwai Tsing District which is mainly for container terminal use<sup>2</sup>). These comprise about 2,360 parking spaces for private cars, 60 parking spaces for motorcycles, 740 parking spaces for coaches and 1,600 parking spaces for GVs. In general, the utilisation of the parking spaces in these STT car parks is high. In December 2014, the numbers of parking spaces in STT sites at or near the Harbourfront are at **Annex A** and the locations of these STT sites are at **Annex B**.

### MEASURES TO ADDRESS PARKING NEEDS OF GVS AND COACHES

#### *Overall*

11. To address the pressing need for the development of STT sites and the changing demand for parking spaces particularly those for coaches and GVs, the TD monitors closely their parking demand and supply situation and has made the following attempts in the planning process wherever possible:

- (a) provide additional on-street parking spaces and L/UL spaces at

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<sup>2</sup> In the Kwai Tsing District, there are currently 22 STT car parks at or near the Kwai Tsing Harbourfront providing about 920 parking spaces for private cars, 20 private spaces for motorcycles, 10 parking spaces for coaches, and 3,560 parking spaces for GVs. As some of these sites are recommended as cargo handling sites where provision of parking spaces can be considered and none of them is zoned "Open Space", these sites are generally excluded from the discussion in this Paper unless specified.

- suitable locations taking account of traffic flow, road safety and effects on other road users;
- (b) maintain close contact with the LandsD to identify and release suitable sites for use as additional / replacement STT car parks where practicable, with a view to increasing the number of parking spaces;
  - (c) liaise with the LandsD to designate some existing STT car parks for exclusive use of coaches or GVs if their demand is particularly high in a certain area; and
  - (d) liaise with the LandsD and the Planning Department (“PlanD”) to include appropriate parking spaces, especially for coaches and GVs, in the planning stages of development projects, including those for the development of the concerned STT sites and for meeting public demand in the area.

12. When the 23 STT sites at the Harbourfront are developed in the future, the TD would specify the provision of car parking spaces in the new developments in accordance with the HKPSG. If necessary, the TD would also include the provision of extra public parking spaces at these sites to meet the need of the areas as described in paragraph 9. However, it should be noted that there are 7 STT sites which are currently zoned as “O” (Open Space) where the provision of public parking spaces for coaches and GVs in the future open spaces may not be possible. The TD would continue to deploy the measures as summarised in paragraph 11 above to minimise the possible impact when these STT sites are due for development.

13. The Government will continue monitoring the supply and demand situations of coach and GV parking spaces in the territory.

### ***Individual districts***

#### Hong Kong Island

14. The TD completed a consultancy study on “Requirements for Loading/Unloading and Parking Facilities for GV on Hong Kong Island” in 2013 which reviewed parking and L/UL facilities for GVs on Hong Kong

Island (“HKI”) and recommended the necessary improvement measures. The study revealed that overall speaking, there were adequate designated GV parking spaces on HKI in general in 2010, with minor shortfall observed in the Central & Western and Wan Chai Districts. As the planning forecast indicated that the manufacturing industry and the related employment on HKI would diminish, the GV parking demand was forecast to drop by 2% and 18% by 2016 and 2021 respectively when compared with 2010. The study concluded that GV parking spaces on HKI in the longer term would be adequate in general, again with minor shortfall in the Central & Western and Wan Chai Districts unless there was a significant reduction in the number of STT sites without re-provision. The study recommended, amongst others, the provision of additional on-street GV parking spaces in Central & Western and Eastern Districts, to mitigate the problem.

15. To follow up the study’s recommendations, the TD has endeavoured to provide 21 additional GV parking spaces in the form of an STT car park in the Western area in the first half of 2015. The STT site is located underneath of the Connaught Road West Flyover near Eastern Street which is away from the harbourfront. The TD would continue to liaise with the PlanD so as to incorporate more GV parking spaces in appropriate developments.

16. For coaches, the operator of the Ocean Park provides 100 coach parking spaces within its premises under the lease. The TD will designate 33 additional parking spaces at two different sites in Wan Chai North in 2017/18. The private developer of the ex-North Point Estate site will also provide 30 coach parking spaces within the site, which is close to the vehicular ferry pier where tourists board harbor-cruise vessels. Furthermore, the TD will provide more on-street pick up/drop off/parking facilities for coaches to cope with the demand wherever practicable.

### Kowloon and Kwai Tsing

17. At some locations in Kowloon, such as Salisbury Road westbound and Chatham Road South northbound in Tsim Sha Tsui (“TST”) and Sung On Street in Hung Hom, there are difficulties in striking a balance between

parking and providing pick up/drop off facilities among different road users. For coaches, problems arise when some drivers choose to, for their own convenience, wait for their passengers at popular tourist spots instead of using designated parking spaces. This has created sporadic local congestion and we have liaised with the tourist trades to discourage such practice. To alleviate the traffic problem, stepping up enforcement and increasing the supply of parking and L/UL facilities is necessary.

18. A case in point is coach parking in the TST area. Coach parking spaces are generally sufficient in TST. However, the coach parking situation is much affected by the mode of operation of the trade. Illegal coach parking in TST is mainly caused by coach drivers choosing to wait at or in close proximity to the tourist hotspots, particularly those at the harbourfront, instead of using proper coach parking spaces in the hinterland which are sufficient to meet the parking needs. The TD has been maintaining close liaison with the Police and the Tourism Commission to improve the situation. An existing pick up/drop off layby at Salisbury Road abutting the Avenue of Stars would also be extended to accommodate three more coaches at the same time.

19. As regards the Hung Hom area, the Government has planned to increase about 70 coach and GV parking spaces in two newly proposed STT sites at Wa Shun Street and Bailey Street in the Hung Hom area which are in addition to the 34 on-street coach parking spaces installed over the past three years.

20. In Kwai Tsing, there are currently 22 STT parking sites located at or near the Harbourfront. To enhance the land utilisation around the Kwai Tsing Container Terminals, the Government is conducting a feasibility study on the development of a site at Kwai Chung suitable for building a multi-storey car park primarily for container trucks and medium/ heavy GVs. The study commenced in June 2014 for completion by mid-2015.

### Kai Tak (including Kwun Tong and Kowloon City)

21. Under the Planning and Engineering Study for the Development at

Kowloon Bay Action Area currently undertaken by the Energizing Kowloon East Office (“EKEO”) of the Development Bureau, the public car parking requirements for Kowloon East and Kai Tak Development areas will be assessed and the parking proposals will be formulated accordingly. The TD will liaise with EKEO to explore the feasibility of providing more parking spaces for coaches and GVs in developments in the Kowloon Bay Action Area, Kwun Tong Action Area and the Tourism Node on the Kai Tak runway tip.

### **WAY FORWARD**

22. The Government shares Members’ vision to enhance the harbourfront areas through better planning, marketing, branding, development and management. However, there are constraints in planning for and securing permanent parking spaces, and it would take some time to have the replacement parking spaces of the harbourfront STT sites available for use, especially those for coaches and GVs. More importantly, the concerned trades are quite dependent on the STT car parks, and we need to consider their operational need as explained in paragraphs 6 to 9 above. If we fail to provide sufficient conveniently-located parking space, drivers may choose to park on-street illegally, causing other problems. For the harbourfront areas, such problems are not in the interest of harbourfront development and management.

23. The TD will continue with the efforts in the planning for parking and L/UL facilities for coaches and GVs in accordance with the HKPSG and having regard to location and industry specific factors. The STT car parks in the harbourfront do provide interim relief for meeting the demands for parking particularly for coaches and GVs and are therefore indispensable in the short to medium term. The TD recognises the need for long term development of these STT sites, and would explore with the PlanD and the LandsD to provide the necessary car parking spaces as part of the development. In addition, we shall continue with our on-going efforts to monitor the parking situation at the districts, and would provide more parking spaces and L/UL spaces to meet the needs of the districts where practicable. The TD would continue to deploy the measures as summarised



in paragraph 11 above to minimise the possible impact when these STT sites are closed for development.

### **Attachments**

**Annex A – List of STT parking sites at Victoria Harbourfront**

**Annex B – Location of STT parking sites at Victoria Harbourfront**

**Transport and Housing Bureau**

**Transport Department**

**March 2015**

**Annex A****Parking Capacity, Midnight Utilisation and Land Use Zoning of  
STT Parking Sites within the Victoria Harbourfront**

<b>District</b>	<b>STT_No.</b>	<b>Location (area)</b>	<b>Parking Capacity</b>	<b>Utilisation at Midnight<sup>(1)</sup></b>	<b>Zoning</b>
<b>HK Island</b>					
Central & Western	NHX 751	Fung Mat Road, Sai Ying Pun (1,610 sq.m)	41	86.7%	G/IC
	NHX 780	Eastern Street North, Sai Yin Pun (7,360 sq.m)	171	94.7%	O
	SHX 1298	J/O Sai See Street and Victoria Road, Kennedy Town (2,610 sq.m)	68	93.1%	G/IC
Eastern	EHX 452	J/O Lei King Road and Tai On Street, Sai Wan Ho (2,730 sq.m)	138	80.4%	G/IC
	EHX 489	J/O Oi Lai Street and Tung Hei Road, Shau Kei Wan (2,980 sq.m)	123	37.7%	O
<b>Kowloon</b>					
Kowloon City	KX 2010	San Ma Tau Street (4,120 sq.m)	215	93.8%	G/IC
	KX 2574	Sung Wong Toi Road, Kai Tak (10,600 sq.m)	165	80.7%	OU
	KX 2575	Sung Wong Toi Road, Kai Tak (16,700 sq.m)	327	73.2%	O
	KX 2688	Concorde Road, Kai Tak (13,600 sq.m)	346	78.3%	G/IC
	KX 2833	J/O Kin Wan Street and Hung Luen Road (3,600 sq.m)	86	50.5%	O
	KX 2881	Off Sung Wong Toi Road, Kai Tak (20,800 sq.m)	342	81.0%	OU
	KX 2882	Off Sung Wong Toi Road, Kai Tak (20,000 sq.m)	714	74.0%	OU

District	STT_No.	Location (area)	Parking Capacity	Utilisation at Midnight <sup>(1)</sup>	Zoning
Yau Tsim Mong	KX 2143	Strip of Pier at TST (2,780 sq.m)	90	[95.6%]	OU
	KX 2602	J/O Jordan Road and Ferry Street (2,320 sq.m)	114	95.3%	OU
Kwun Tong	KX 2409	Cha Kwo Ling Road (3,310 sq.m)	169	94.1%	O
	KX 2973	Yan Yue Wai, Yau Tong (4,860 sq.m) (amalgamation of former KX 2722 & KX 2810)	166	75.6%	CDA
	KX 2722	Yan Yue Wai, Yau Tong (2,170 sq.m) (amalgamated with KX 2810 into KX 2973)			CDA
	KX 2810	Tung Yuen Street, Yau Tong (2,630 sq.m) (amalgamated with KX 2722 into KX 2973)			CDA
	KX 2866	J/O Cha Kwo Ling Road and Yau Tong Road (5,290 sq.m)	131	74.2%	O
Sham Shui Po	KX 2792	Hing Wah Street West, WKR (50,700 sq.m)	558	58.1%	OU
<b>NT</b>					
Kwai Tsing	STT 3646	Container Port Road South near Lai Po Road (57,900 sq.m)	625	77.6%	OU
	STT 3648	J/O Container Port Road South & Hing Wah Street West (44,500 sq.m)	272	99.3%	OU
	STT 3655	J/O Container Port Road South and Mei Ching Road, Kwai Chung (58,300 sq.m)	655	77.3%	OU
	STT 3701	Container Port Road South, Kwai Chung (31,600 sq.m)	326	99.4%	OU
	STT 3713	Ching Cheung Road, Kwai Chung (12,600 sq.m)	175	91.7%	OU
	STT 3715	Tam Kon Shan Road / Tsing Yi North Coastal Road, Tsing Yi (2,730 sq.m)	96	99.9%	OU
	STT 3727	Container Port Road South near Tat Yeung Road (11,000 sq.m)	130	63.4%	OU
	STT 3738	Kwai Tai Road near Kwai Tsing Road, Kwai Tsing (15,300 sq.m)	153	59.1%	OU

<b>District</b>	<b>STT_No.</b>	<b>Location (area)</b>	<b>Parking Capacity</b>	<b>Utilisation at Midnight<sup>(1)</sup></b>	<b>Zoning</b>
Kwai Tsing	STT 3747	Cheung Fai Road, Area 6B, Tsing Yi (8,370 sq.m)	259	95.7%	G/IC
	STT 3754	Tat Yeung Road, Kwai Chung (9,120 sq.m)	117	52.1%	OU
	STT 3756	Tat Yeung Road near Container Port Road South, Kwai Chung (15,200 sq.m)	206	72.7%	OU
	STT 3765	Ngong Wan Road, Kwai Chung (4,220 sq.m)	62	91.1%	OU
	STT 3775	Tam Kon Shan Road, Area 9, Tsing Yi (429 sq.m)	17	[68.6%]	G/IC
	STT 3776	Area 26C, near Tsuen Tsing Interchange, Kwai Chung (33,800 sq.m)	226	68.0%	I
	STT 3777	Area 26, Wing Kin Road, Kwai Chung (567 sq.m)	23	70.4%	I
	STT 3782	Container Port Road South south of Kwai Chung Custom House (10,900 sq.m)	104	62.0%	G/IC
	STT 3783	Kwai Wo Street, Kwai Chung (23,750 sq.m)	416	72.6%	OU
	STT 3796	Tam Kon Shan Road, Tsing Yi (669 sq.m)	34	75.9%	G/IC
	STT 3812	Cheung Fai Road, Area 29, Tsing Yi (5,490 sq.m)	215	80.6%	G/IC
	STT 3818	Tsing Yi Hong Wan Road, Tsing Yi (17,600 sq.m)	196	51.0%	OU
	STT 3821	Container Port Road South, Kwai Chung (17,200 sq.m)	193	90.1%	OU
	STT 3852	At the junction of Container Port Road & Kwai Tai Road, Kwai Chung. (3,090 sq.m)	119	85.7%	OU

<b>District</b>	<b>STT_No.</b>	<b>Location (area)</b>	<b>Parking Capacity</b>	<b>Utilisation at Midnight<sup>(1)</sup></b>	<b>Zoning</b>
Tsuen Wan	TW 1521	J/O Hoi Shing Road and Hoi Hing Road, Tsuen Wan (2,730 sq.m)	118	[100.0%]	O
	TW 1467	J/O Texaco Road and Wing Shun Street (6,520 sq.m)	245	80.7%	G/IC
	TW 1481	Hoi Shing Road near Hoi Tak Street, Tsuen Wan (3,670 sq.m)	138	55.9%	G/IC
	TW 1503	Hoi Hing Road / Hoi Kok Road (2,550 sq.m)	107	94.5%	G/IC
	TW 1517	Wing Shun Street near Texaco Road, Tsuen Wan (5,000 sq.m)	181	90.0%	CDA
<b>Overall Average</b>				76.4%	

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#### Notes

- <sup>(1)</sup> Utilisation data are obtained via surveys undertaken at midnight (except those in square brackets which are premised on day-time surveys as the subject STT car parks are quite disserted at mid-night).

## Location of STT Parking Sites at Victoria Harbourfront

