

Harbourfront Commission

For discussion
on 9 February 2011

HC/05/2011

Short Term Tenancy Parking Sites at the Harbourfront

PURPOSE

This paper briefs the Harbourfront Commission on the current situation of the Short Term Tenancy (STT) parking sites located at or near the harbourfront and the way forward.

BACKGROUND

2. In February 2010, the Administration advised the then Harbour-front Enhancement Committee of the general principles in transport planning of and the provision of parking facilities at harbourfront sites. It was recognised that although the use of these sites for STT parking purpose was not ideal, regard must have had been given to the prevailing parking demand and the likely strong objections from the affected trade and industries if the said parking sites were terminated.

3. To allow Members to better understand the situation of these parking sites, further information has been collected and presented in this paper.

HARBOURFRONT STT PARKING SITES

4. At present, there are 14 existing and one proposed STT parking sites¹ located at or near the harbourfront. These sites occupy a total area of about 111,500 m². A list of these sites and a plan showing their locations are provided at **Annexes 1** and **2** respectively. A summary of existing sites by district is given below:

¹ The proposed STT parking site is located at the junction of Hung Luen Road and Kin Wan Street in Hung Hom.

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District	No. of STT Sites	Area (m²)	No. of Parking Spaces	Average Utilisation
Central & Western	3	11,410	277	85%
Eastern	3	13,420	526	100%
Kowloon City	2	9,760	447	99%
Yau Tsim Mong	2	10,120	359	78%
Sham Shui Po	1	50,800	555	84%
Kwun Tong	1	3,310	162	86%
Kwai Tsing	2	9,051	270	83%
Total	14	107,871	2,596	89%

5. While these sites provide parking facilities for all vehicle types, they are most popular for use by goods vehicles and coaches. About 2,300 vehicles are parked at these sites, of which around 1,000 are goods vehicles and coaches. These vehicles usually require relatively larger parking spaces which are more difficult to accommodate within residential and commercial developments.

6. The utilisation rates of these sites are high, ranging from 73% to 111%² with an average rate of 89% at end 2010. Compared with the corresponding average rate of 79% observed in mid 2009, the popularity of these sites and the demand for more parking sites shows a generally rising trend.

IMPACT OF TERMINATING THE SITES

² Utilisation rate exceeding 100% is possible where vehicles are parked at non-designated spaces, e.g. aisle, in which case the key of the vehicle would be left with the caretaker of the STT site.

7. These STT sites are heavily used, especially by goods vehicles and coaches, for which there is a general shortage of parking spaces over the whole territory. There are at present about 62,000 parking spaces for goods vehicles and coaches over the territory, including 13,550 spaces (about 21.9%) provided at STT sites. The number of these types of vehicles is about 79,800.

8. While some of the coaches and goods vehicles may choose to park in mainland China close to Hong Kong and some others may be operating on roads, or parked on-street other than at designated parking spaces, there is, in general, shortfall of parking spaces for these vehicles in the territory. For example, in the Central & Western District and Yau Tsim Mong District, a number of STT sites have been terminated to make way for West Island Line, Tamar Development, the Guangzhou-Shenzhen-Hong Kong Express Rail Link and other infrastructure projects. Notwithstanding this, there could be vacant parking spaces within industrial or commercial developments for various reasons including, for example, relatively high parking charge, inconvenient access to public transport services, etc.

9. Unless replacement sites are identified, termination of these STT sites would induce severe problems including illegal parking causing obstruction to traffic flow and creating road safety hazards; vehicles circulating roads looking for parking spaces; as well as environmental problems. Moreover, we understand from past experience that termination of STT carparks often invites strong objections from users, the District Council and Legislative Council Members mainly on grounds of increase in running cost, aggravating the illegal parking problem and adverse impact to the environment caused by circulating traffic hunting for parking spaces.

WAY FORWARD

10. From the carparking or general traffic management point of view, there is no particular practical need for the STT carparks to be located at the harbourfront. That the carparks in question are located at the harbourfront is generally a result of site availability. Transport Department (TD) will have

no objection to relocating these car parks in support of Government's overall land use planning or land sales programme. However, given the analysis in paragraphs 7 to 9 above, it is essential that replacement sites in the vicinity are identified and made available before the STTs for carparking use in question are terminated.

11. TD will continue to work closely with Lands Department to source suitable replacement sites. A replacement site would be effective only if users of a (to be) terminated site are willing to switch to it. In this respect, cost and accessibility (i.e. within walking distance to public transport service) would be two main factors which users would consider. In selecting a replacement site, we should also be mindful that it would not induce unacceptable traffic and environmental impact to the road network in the vicinity. If replacement site of comparable size is not immediately available, a number of suitable and smaller sites may also be considered.

12. For future compatible developments at or near the harbourfront, the requirement for the provision of parking spaces, particularly for coaches and goods vehicles, will continue to be specified in the relevant lease conditions. Existing STT users might be attracted to these new facilities, thus facilitating the conversion of some of the STT sites for alternative use.

Transport Department
January 2011

List of Harbourfront STT sites

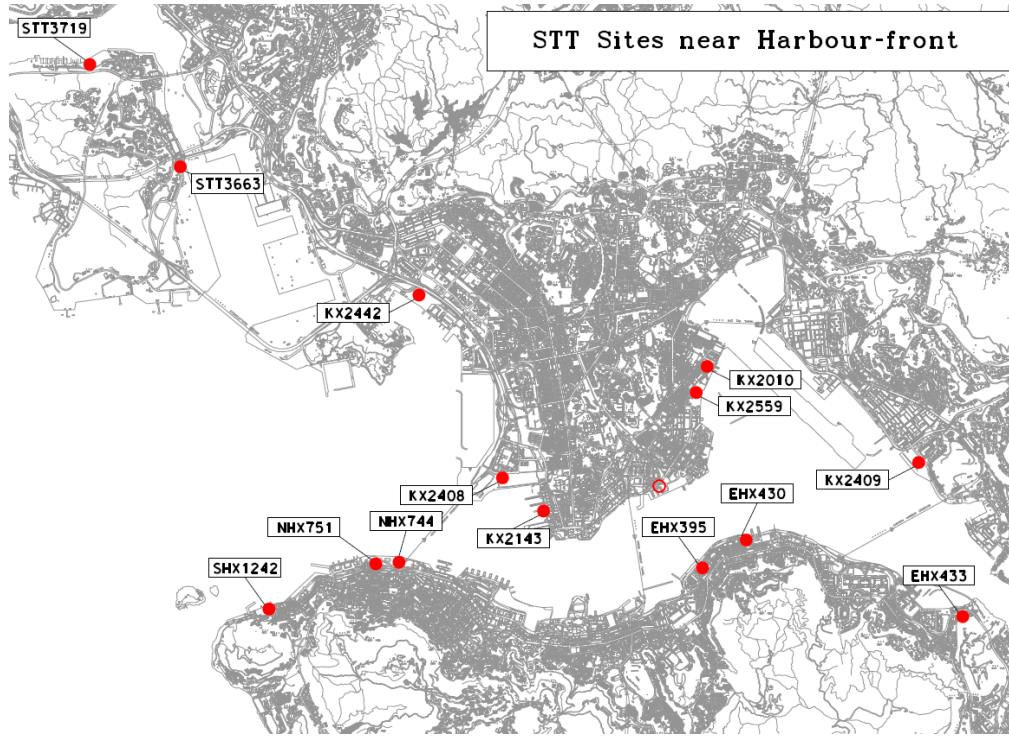
District	STT_No.	Location (area)	Parking Capacity	Utilisation ⁽¹⁾	Zoning
HK Island					
Central & Western	SHX 1242	Sai See Street / Victoria Road, Kennedy Town (2,610 sq.m)	69	84.5%	O
	NHX 744	Eastern Street North (7,190 sq.m)	168	81.5%	O
	NHX 751	Fung Mat Road, West Reclamation (1,610 sq.m)	40	99.0%	G/IC
Eastern	EHX 395	Oil Street, North Point (3,980 sq.m)	165	87.3%	CDA
	EHX 430	Shu Kuk Street / North Point Estate Lane, North Point (7,930 sq.m)	328	104.2%	CDA
	EHX 433	Tam Kung Temple Road, Shau Kei Wan (1,510 sq.m)	33	110.5%	OU
Kowloon					
Kowloon City	KX 2010	San Ma Tau Street, To Kwa Wan (4,120 sq.m)	211	98.1%	G/IC
	KX 2559	Chi Kiang Street, To Kwa Wan (5,640 sq.m)	236	100.0%	G/IC
	N/A ⁽²⁾	Kin Wan Street, Hung Luen Road (3,600 sq.m)	32	N/A	O
Yau Tsim Mong	KX 2143	Former KPP7, Tsim Sha Tsui (2,780 sq.m)	90	96.7%	O
	KX 2408	Austin Road West, West Kowloon Reclamation (7,340 sq.m)	269	72.8%	OU
Kwun Tong	KX 2409	Cha Kwo Ling Road, Kwun Tong (3,310 sq.m)	162	86.4%	G/IC
Sham Shui Po	KX 2442	Hing Wah Street West, West Kowloon Reclamation (50,800 sq.m)	555	83.7%	OU
NT					
Kwai Tsing	STT 3663	Cheung Fai Road, Area 6, Tsing Yi (8,370 sq.m)	237	81.2%	G/IC
	STT 3719	Tam Kon Shan Road, Tsing Yi (681 sq.m)	33	92.1%	OU
Overall Average				89.0%	

Notes

(1) Utilisation exceeding 100% is possible where vehicles are parked at non-designated spaces, e.g. aisle, in which the key could be left with the caretaker of the STT site.

(2) Proposed STT site is scheduled to commence operation in mid 2011. It will replace existing sites in Homantin, the latter to be terminated for the construction of Kwun Tong Line Extension project by mid 2011. Extensive site search had been conducted and the proposed site is the only suitable site within the same district without immediate development programme.

Location Plan of Harbourfront STT Sites



Legend :

- Existing STT site
- Proposed STT site