INFORMATION NOTE NO. 15
TECHNICAL NOTE ON TOURISM TRANSPORT PLANNING

Purpose

1. This paper explores various issues that need to be taken into account in transport planning to support the growth and development of tourism in Hong Kong.

Background

2. In 2001, Hong Kong was ranked fourteenth on the list of most popular tourist destinations of the world, and ranked second in Asia. The transformation of Hong Kong from a fishing village to one of the world’s most exciting and attractive cities to visit is due to many factors, both internal and external. There is no doubt that having an efficient transportation system enabling visitors to go about in the city easily is one of these contributing factors that has gained Hong Kong the reputation of the “Pearl of the Orient”.

3. Tourism has been identified by the Commission on Strategic Development as one of the four key economic sectors to support the long term growth of Hong Kong’s economy. In order to maintain Hong Kong’s status as one of the most popular tourism destinations of the world, the Hong Kong SAR Government together with its tourism promotion arm, the Hong Kong Tourism Board, has continuously put forward new tourism initiatives and products to attract more tourists worldwide. The number of tourists could, therefore, be expected to grow substantially and the growth would have a direct bearing on both the external and domestic transport planning for the future of Hong Kong.

Profile of Visitors

4. To plan for the transport needs of tourism, it is imperative to understand the changes in travel characteristics of visitors including their composition, choice of transport modes to and within Hong Kong and length of stay. Such information provides a reference in the postulation of future transport needs to support the development of tourism, which should be taken into account in the overall transport planning for Hong Kong.

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1 The terms, visitor and tourist, may have different meanings in different contexts but in this paper they are synonymous, both referring to person from overseas and the Mainland making pleasure/business trips in Hong Kong.


3 HK 2030 Study, Information Note No. 14 – “Technical Note on the Assumptions on Visitor Arrivals”. The forecast has only taken account of the relaxation of China’s Group Tour Scheme but has not included the Mainland’s individual visit scheme commenced on 28 July 2003.
Visitor Arrivals

5. Over the past 10 years, the number of visitor arrivals in Hong Kong has been increasing gradually, from about 9 million in 1993, to a record high of about 13 million in 1996 before the reunification. Mainly due to the Asia economic crisis, visitor arrivals declined to about 10 million in 1998, but then increased again to about 16.6 million in 2002. *(Figure 1).*

*Figure 1: Visitor Arrivals (1993 – 2002)*

![Bar chart showing visitor arrivals from 1993 to 2002](chart.png)

Source: Hong Kong Tourism Board

6. The average annual growth rate between 1997 and 2002 was about 8% *(Table 1).* The annual number of visitors arrived by air within the same period ranged from about 5.6 million to about 6.9 million, whilst visitors arrived by sea were in the region of about 2 million. Their average annual growth rates were about 2% and 1% respectively. The level as well as the rate of growth of visitors arrived by land had, however, increased substantially, from about 2.6 million in 1997 to about 7.2 million in 2002, growing at a rate of about 23% per annum. In 2002, about 42% of the visitors arrived by air, 15% by sea and the remaining 43% by land. In 2002, visitors arrived by land transport amounted to 7.2 million, which was some 42% more as compared with the number in 2001.
Table 1: Visitor Arrivals by Mode of Transport (persons in million)

<table>
<thead>
<tr>
<th>Year</th>
<th>Air</th>
<th>Sea</th>
<th>Land</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>1993</td>
<td>6.08</td>
<td>0.66</td>
<td>2.20</td>
<td>8.94</td>
</tr>
<tr>
<td>1994</td>
<td>6.30</td>
<td>0.87</td>
<td>2.17</td>
<td>9.33</td>
</tr>
<tr>
<td>1995</td>
<td>6.82</td>
<td>1.05</td>
<td>2.32</td>
<td>10.20</td>
</tr>
<tr>
<td>1996</td>
<td>7.53</td>
<td>2.88</td>
<td>2.56</td>
<td>12.97</td>
</tr>
<tr>
<td>1997</td>
<td>6.34</td>
<td>2.36</td>
<td>2.57</td>
<td>11.27</td>
</tr>
<tr>
<td>1998</td>
<td>5.57</td>
<td>1.96</td>
<td>2.63</td>
<td>10.16</td>
</tr>
<tr>
<td>1999</td>
<td>6.06</td>
<td>2.00</td>
<td>3.27</td>
<td>11.33</td>
</tr>
<tr>
<td>2000</td>
<td>6.71</td>
<td>2.10</td>
<td>4.25</td>
<td>13.06</td>
</tr>
<tr>
<td>2001</td>
<td>6.53</td>
<td>2.15</td>
<td>5.05</td>
<td>13.73</td>
</tr>
<tr>
<td>2002</td>
<td>6.89</td>
<td>2.51</td>
<td>7.17</td>
<td>16.57</td>
</tr>
</tbody>
</table>

Growth rate 93 ~ 02: 1% 16% 14% 7%
Growth rate 93 ~ 97: 1% 38% 7% 6%
Growth rate 97~ 02: 2% 1% 23% 8%

Source: Hong Kong Annual Digest of Statistics (various editions) & Hong Kong Tourism Board

Source of Visitors

7. For the past two years, the Mainland is the key source of visitors, followed by Taiwan, Japan and U.S.A. (Figure 2). Visitors from the Mainland had not only increased in number, from about 4.4 million in 2001 to about 6.8 million in 2002, but also had increased in share, rising from about 31% of the total visitor arrivals in 2001 to some 41% in 2002.

Figure 2: Visitor Arrivals by Country/Region (2001/2002)
8. The number of Mainland visitors in 2002 was 4 times that of 1993, growing at a rate of about 16% per annum (Table 2). The growth rate was even higher after 1997, at about 24% per annum, mainly due to the relaxation of Mainland’s travel policy and the closer socio-economic interactions between the two places.

Table 2: Mainland Visitor Arrivals by Mode of Transport

<table>
<thead>
<tr>
<th>Year</th>
<th>Air</th>
<th>Sea</th>
<th>Land</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>1993</td>
<td>472 000</td>
<td>281 000</td>
<td>980 000</td>
<td>1 733 000</td>
</tr>
<tr>
<td>1994</td>
<td>541 000</td>
<td>379 000</td>
<td>1 023 000</td>
<td>1 943 000</td>
</tr>
<tr>
<td>1995</td>
<td>722 000</td>
<td>443 000</td>
<td>1 079 000</td>
<td>2 244 000</td>
</tr>
<tr>
<td>1996</td>
<td>761 000</td>
<td>599 000</td>
<td>1 030 000</td>
<td>2 390 000</td>
</tr>
<tr>
<td>1997</td>
<td>766 000</td>
<td>542 000</td>
<td>1 056 000</td>
<td>2 364 000</td>
</tr>
<tr>
<td>1998</td>
<td>938 000</td>
<td>586 000</td>
<td>1 148 000</td>
<td>2 672 000</td>
</tr>
<tr>
<td>1999</td>
<td>1 109 000</td>
<td>676 000</td>
<td>1 422 000</td>
<td>3 207 000</td>
</tr>
<tr>
<td>2000</td>
<td>1 074 000</td>
<td>737 000</td>
<td>1 975 000</td>
<td>3 786 000</td>
</tr>
<tr>
<td>2001</td>
<td>1 077 000</td>
<td>784 000</td>
<td>2 587 000</td>
<td>4 448 000</td>
</tr>
<tr>
<td>2002</td>
<td>1 261 000</td>
<td>1 044 000</td>
<td>4 520 000</td>
<td>6 825 000</td>
</tr>
</tbody>
</table>

Growth rate 93 ~ 02: 12% 16% 19% 16%
Growth rate 93 ~ 97: 13% 18% 2% 8%
Growth rate 97 ~ 02: 11% 14% 34% 24%

Source: Hong Kong Annual Digest of Statistics (various editions)

Mode of Transport

Mainland Visitors

9. The majority of Mainland visitors (some 66% in 2002) arrived by land transport. The share of visitors using land transport to come to Hong Kong had grown at a rate of about 34% per annum between 1997 and 2002. Over the same period, the number of Mainland visitors coming to Hong Kong by sea and by air had also increased, although their share of the transport modes had shrunk, respectively from some 23% in 1997 to about 15% in 2002 and from some 32% to about 18%. The trend shows that land transport is not only the dominant mode, but is also gaining in popularity amongst Mainland visitors travelling to Hong Kong. It also, in some ways, reveals the main source of Mainland visitors are from the more developed southern cities, particular the neighbouring cities in the Pearl River Delta (PRD) which are more accessible to Hong Kong via land transport.
Visitors from Elsewhere

10. Visitors from places other than the Mainland came to Hong Kong mainly by air. In 2002, about 58% arrived by air, 27% by land and 15% by sea.

Length of Stay

11. Figure 3 shows the length of stay of visitors between 1992 and 2002. The average length of stay had declined from its peak of about 3.9 nights in 1994 to about 3 nights in 2000. The declining trend has since 2001 reversed. In 2002, visitors spent an average of about 3.6 nights in Hong Kong.

Travel Arrangements within Hong Kong

12. Visitors can be categorized into 3 broad groups by how they arrange their journey to and within Hong Kong i.e. whether it is in the form of an “all inclusive” tour, “air ticket with hotel” tour or non-package tour. Since travel agents normally arrange all the transport for the “all inclusive” tours, visitors of this category seldom use the public transport facilities. Visitors of the other two categories normally have to make their own travel arrangements within Hong Kong. Other than some visitors who may join local tours with own transport or may have special arrangement for private transport, a great many of them rely on the public transport services including taxi to go around Hong Kong. According to the Visitor Profile Reports published by the Hong Kong Tourism
Board, these latter two categories of visitors accounted for over 70% of the total visitors (Table 3). Exactly what proportion of them uses the public transport is however unknown.

Table 3: Visitors’ Travel Arrangements in %

<table>
<thead>
<tr>
<th>Year</th>
<th>All inclusive package</th>
<th>Air + hotel package/Non-package</th>
</tr>
</thead>
<tbody>
<tr>
<td>1998</td>
<td>23</td>
<td>77</td>
</tr>
<tr>
<td>1999</td>
<td>27</td>
<td>73</td>
</tr>
<tr>
<td>2000</td>
<td>25</td>
<td>75</td>
</tr>
<tr>
<td>2001</td>
<td>26</td>
<td>74</td>
</tr>
</tbody>
</table>

Source: Visitor Profile Reports published by the Hong Kong Tourism Board in 2000 & 2002

Choice of Transport within Hong Kong

13. According to the Visitor Profile Report 2001, for those visitors who did use public transport system, most of them chose to use mass transit railway (MTR) and taxi to travel around Hong Kong. Over 50% of them had ridden on the MTR or taxi, followed by coach/shuttle services provided by hotels or travel agents. Figure 4 shows the survey results in order of popularity of different modes of transport used by visitors.

Figure 4: Mode of Transport Used by Surveyed Visitors in 2001

Source: Information based on Visitor Profile Report 2001 published by Hong Kong Tourism Board in 2002
Use of Analyses

14. The analyses of past trends and patterns are intended to provide some broad indications of the factors and elements that may be relevant to the development of future trends and patterns and, hence, should be taken into account in planning for the future. We appreciate applying this approach to analysing the patterns of future tourist arrivals are subject to limitations. Firstly, our analyses of the past trends and patterns, particularly those on transport and travel, are based on very limited statistics and information. Hence, strictly speaking, the data depict some snapshots of the characteristics, rather than a truly established trend or pattern. Secondly, past trends do not necessarily make good sense for extrapolation particularly that tourists from the Mainland can be subject to major policy changes. The patterns resulting from recent travel policies are still emerging and time is needed for a clearer pattern to settle.

15. Nevertheless, past information is still useful in that it provides some indications of the areas that attention should be paid. Past trends and patterns will hence be used as a reference and any postulation about future patterns will need to be regularly monitored and reviewed based on the latest statistics and survey results.

Growth of Tourism

Key Factors Affecting Growth

16. In view of the keen competition for visitors throughout the region, to further strengthen and enhance Hong Kong as Asia’s premier international city, a world-class destination for leisure and business visitors, the Government will continue to enhance our tourism infrastructure including promoting the development of new attractions, convention and tourism facilities to enable us to appeal to visitors of different markets with different interests. A number of new major attractions are expected to be completed in 2005. These include the Hong Kong Disneyland, Cable Car System on Lantau and the Hong Kong Wetland Park.

17. In the medium to long term, tourism developments in different parts of the territory, together with existing facilities and projects in progress, will contribute to the development of new clusters of attractions. In addition, to enrich the experience of tourists, ecotourism and heritage-based tourism are also identified as having potential for promotion.

18. With China’s accession to the World Trade Organisation, its economy is expected to grow even more rapidly in particular the coastal cities. As these cities become more affluent, leisure and recreational activities could rise in parallel. The relaxation of the tourist quota for the Hong Kong
Group Tour Scheme could result in the rapid expansion in tourist demand. For example, within the 12 months period after the quota on visitors from the Mainland was relaxed (January 2002), the number of Mainland tourists to Hong Kong had increased by over 50%. The new travel policy beginning on 28 July 2003 for individual residents travelling to Hong Kong (the Individual Visit Scheme) could boost the demand even further.

19. Meanwhile, the highway and railway networks in Guangdong Province are expanding. Under the “Tenth Five-Year” Plan (2000-2005), the Guangdong Authority would expand its road network system by more than 5000 km including the construction of a number of new expressways with a total length of about 1400 km. A total length of 1072 km inter-city light rail network connecting major cities and towns within the PRD region is also under planning. It is intended that upon implementation, cities with a total population of about 43 million in 2000 in the PRD region could be reached within an hour. This would not only shorten the time and space between Hong Kong and its hinterland but also improve the accessibility to a large potential pool of tourists.

20. In addition, cities in the Guangdong Province are also actively promoting the development of tourism industry to attract visitors from Hong Kong and elsewhere. With the introduction of the 144-hour entry permit for group tour by the Mainland Authority, overseas tourists may travel to 9 cities in the PRD and Shantou after staying in Hong Kong. This would certainly strengthen Hong Kong's role as a tourist hub and a gateway to Guangdong cities. The added convenience by providing round-the-clock passenger crossing at Lok Ma Chau checkpoint since 27 January 2003 and the possible extension of this service to other crossings, may also boost the number of tourists travelling between the two places.

Visitor Arrivals

21. In a separate exercise (Information Note No. 14: “Technical Note on the Assumptions on Visitor Arrivals” refers), we have postulated the possible level of visitor arrivals in 2030 by taking into account various factors including those mentioned in paras. 16 to 20. According to the results of that exercise, the number of visitor arrivals could increase by four and a half times, from about 16.6 million in 2002 to about 74 million in 2030. The results also suggest that visitor arrivals from the Mainland could grow by about 1.5 million per year from 2006 onwards reaching some 53 million in 2030, whilst visitor arrivals from other places could grow at an annual level of some 378,000 persons. In other words, the share of visitor arrivals from the Mainland could increase from some 41% in 2002 to about 72% in 2030. These figures are adopted as assumptions for the HK2030 Study.
Visitor Movements within the Territory

22. Based on the existing characteristics of visitor movements and the postulated level of visitor arrivals, it is further postulated that in 2020, the number of daily trips generated by tourists from both overseas and the Mainland could be around 1.1 million, representing about 6% of the daily domestic total, and the number of trips by tourists could increase to about 1.5 million in 2030, accounting for about 8% of the daily total. In this exercise, we have assumed that the current policies governing the entry of Mainland vehicles to Hong Kong continue to apply.

23. In terms of visitation, it is expected that tourists would mostly concentrate in the attraction nodes, such as tourist spots in Lantau Island, Hong Kong Island South, Yau Tsim Mong District, and Victoria Peak. Again, on the basis of the existing pattern of distribution, we have postulated a broad pattern of distribution of the tourist trips for the purpose of assessing the transport implications. The broad pattern will, no doubt, be reviewed on a regular basis and upon changes of travel policies.

Existing/Planned Transportation Infrastructure

24. The postulated high level of visitor arrivals and the person trips so generated would have a direct bearing on both the external and domestic transport planning for Hong Kong.

External Transport Terminals

Hong Kong International Airport (HKIA)

25. Hong Kong International Airport was named as the world’s best airport for 2001 and 2002 in a survey conducted by a British-based research company, Skytrax Research. It also received an international award issued by the International Air Transport Association for its contribution in helping airlines to provide “value for money” services.

26. The passenger terminal complex has a gross floor area of about 550,000 sq. metres. It incorporates a public transport interchange, providing a comprehensive range of domestic transport linkages to the urban areas by road and rail. Recently, HKIA also operates a new ferry terminal (Phase I) to provide convenient cross-boundary services for transit passengers to/from PRD.

27. In 2002, the airport handled about 23.6 million passengers. According to the Master Plan Study conducted by the Airport Authority Hong Kong in 2001, air passengers were forecasted to grow
at 5% per annum up to 2020. These could bring the Airport up to its design capacity of 87 million passengers per annum by 2020. The study considered that aviation demands up to 2020 could largely be met by improvements and enhancements within the current confines of the Airport. However, given the growth trends in air traffic flows, subject to the capacity changes of air carriers, and Hong Kong’s vision to strengthen its role as a regional transportation hub, it is possible that the capacity of the existing two runways could become saturated as we move into the third decade of the century.

28. In order to maintain world class services at the Airport to meet the anticipated aviation demands beyond 2020, it is critical that we should monitor the growth trends closely and plan for expansion well in advance, such as the possible need for a third runway or cooperation with other airports in the region.

Cruise/Ferry Terminals

29. Hong Kong was the second busiest cruising homeport in the Asia-Pacific region in 2002. At present, Ocean Terminal is the only cruise terminal in Hong Kong. The terminal is part of the Harbour City complex located at Tsim Sha Tsui. The pier has a length of 381m. Within the complex, there are retail shops and car parking facilities. Unlike the international airport, the terminal is operated/run by the private sector. It is now well served by taxis. Although the site constraint has precluded the provision of on-site integrated public transport interchange facilities, the cruise terminal is well served by buses and rail in its vicinity.

30. The Ocean Terminal handled about 1.45 million passengers in 2002. The “Study on the Cruise Market of Hong Kong” commissioned by the Hong Kong Tourist Association (now known as the Hong Kong Tourism Board) in 1998 forecasted a steady growth in cruise passengers and recommended a new cruise terminal should be built. According to the Outline Master Development Plan for the Southeast Kowloon Development completed in 2001, an area of about 20 hectares has been proposed for the development of a tourism node comprising a cruise terminal, heliport and other tourism facilities. No doubt the additional cruise terminal could help expanding our cruise market and strengthening Hong Kong’s status as the cruise homeport in the Asia-Pacific region. It is expected that with the implementation of the new Cruise Terminal, demand for berthing of cruises could be met for a long time to come.

31. In addition to the cruise terminal, there are two cross boundary ferry terminals, Macao Ferry Terminal (MFT) located in the Central and Western District and the China Ferry Terminal (CFT) at Tsim Sha Tsui. Both of them are operated by the private sector. As MFT and CFT are located in

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4 Source: Hong Kong Tourism Board.
the main urban area, they are easily accessible by public transport.

32. In 2002, the CFT and MFT handled about 7 million passengers destined to/originated from the Mainland and about 11.6 million to/from Macao. A new cross boundary ferry terminal in Tuen Mun is planned to be in operation in 2004, providing an alternative choice for passengers to/from NWNT. In the short to medium term, the existing and planned facilities are expected to be capable of accommodating the future demand of visitors by sea. Over the long-term, we should closely monitor the growth trend, and plan ahead for additional facilities if necessary.

**Rail Terminals**

33. At present, there are two cross boundary rail terminals, one located at Lo Wu and the other at Hung Hom. Lo Wu is the busiest passenger terminal to the Mainland. However, it could only be accessed by rail. In 2002, it handled about 96 million cross boundary passengers, an average of about 263,000 persons per day. The daily volume of passengers is higher during festive seasons, may sometimes exceed 330,000 persons per day. To cope with the rising demand and to relieve the congestion at Lo Wu, a new rail boundary crossing is being constructed at Lok Ma Chau. The new rail terminal together with a public transport interchange and the Lok Ma Chau Spur Line is expected to be in operation by mid 2007.

34. The Hung Hom rail terminal provides both domestic and cross boundary rail services. At present, there are ten pairs of through trains running between Hong Kong and Guangzhou, six of them would call at Dongguan, and one continues beyond Guangzhou to call at Foshan and terminate at Zhaoqing. In addition, there is another pair of train to either Beijing or Shanghai on alternate days. Although the Hung Hom rail terminal currently functions as a mass transportation centre with comprehensive public transport interchange facilities, the level of service is becoming critical with the increasing demand. In 2002, Hung Hom handled about 2.4 million cross boundary passengers, an average of about 6,500 persons per day.

35. Given that the number of visitors arrived by land transport would continue to rise in the medium to long term, the existing and planned facilities could be operating under great pressure. Tourists and other users are demanding for better train services and terminal facilities. The Hong Kong SAR Government together with the Mainland Authority is jointly undertaking a feasibility study on the Guangzhou-Shenzhen-Hong Kong Express Rail Link, a high-speed passenger train service between Hong Kong and Guangzhou. It is important to identify the targeted types of passengers and their travel characteristics and to ensure the provision of a terminal with first class design and well-integrated transport interchange facilities so as to promote the use of the new rail connection and enhance Hong Kong’s status as a tourist and transport hub.
Cross Boundary Coach/Bus Terminals

36. At present, there are three land control points at Lok Ma Chau, Man Kam To and Sha Tau Kok. In 2002, they handled a total of over 12 million vehicles, equivalent to a daily average of some 34,000 vehicles. In order to facilitate the smooth flow of increasing cross-boundary traffic, apart from the committed Hong Kong-Shenzhen Western Corridor to be completed by 2005, we are pursuing the Hong Kong-Zhuhai-Macao Bridge as a priority project. The Governments of the three areas are proceeding with the advance preparatory works.

37. All the three existing control points can be accessed by cross-boundary coaches. The Lok Ma Chau control point can also be accessed by shuttle buses and limited green mini buses and taxis. At present, within the territory there are three terminals for cross boundary coaches with a total of 10 bus bays for passenger loading and unloading. They are located in Fanling (Regent Ville), Sheung Shui (Landmark North) and Tsim Sha Tsui (Austin Road). The terminal at Austin Road is the largest in scale with a ticketing office, a waiting room and 8 bus bays. Besides, there are some on-street picking up and setting down points over the territory, which are provided on an ad-hoc basis based on operational needs.

38. In the short term, the Government is planning to provide another 6 terminals to be located at Yuen Long, Tin Shui Wai, Kowloon Tong, Yau Tong, Sai Wan Ho and MTR Kowloon Station. Their design and construction works are in the advance stage. Government is also providing off-street terminals at suitable public transport interchanges to facilitate passenger accessibility.

39. As cross-boundary coaches provide point-to-point services and are easily scheduled and planned to suit the market demand, it is anticipated that the demand for them will continue to grow. With the demand of visitors that we have postulated in the future, more suitable sites to accommodate the development and provision of cross boundary coach facilities would need to be identified.

Summary of Areas for Attention

40. Having reviewed the visitors’ travel characteristics, the postulated level of visitor arrivals in future and the existing and planned transport infrastructure and tourist related transport facilities in Hong Kong, we have identified the following areas that required special attention in future transport planning:-

- fast growing number of visitors, particularly from the Mainland and implications of territorial transport facilities;
• increasing demand on land-based mode of cross-boundary transport; and
• high demand on non-package travel and implications particularly on provision of coach terminals.

Domestic Transport for Tourists

41. Experience in Hong Kong and elsewhere is that tourists normally generate a trip pattern quite different from domestic work and school trips, and are unlikely to be a significant burden on the transport network during peak periods. Therefore, it is considered not necessary to treat the transport needs of tourists separately. We expect this rationale remains relevant and our judgement is that the existing and planned strategic highway network and public transport system could in general cope with the tourist demand. However, the increasing number of tourists and associated transport demands could have a major impact on the local road system requiring special attention.

Associated Transport Facilities at Tourism Nodes

42. According to the Hong Kong Tourism Board, Victoria Peak is the most popular attraction node for tourists, followed by Ocean Park and Repulse Bay. Figure 5 shows the top eight attraction nodes for tourists in 2001.

Figure 5: Popular Attraction Nodes for Tourists in 2001

43. Whilst proper facilities for coach parking and picking up/setting down are required of all new
tourist facilities, there may be shortfall in the provision of such facilities in some existing tourist nodes. To identify problem areas with a view to devising improvement measures, an in-house broad-brush assessment on the transport facilities at some of the most popular tourism nodes has been conducted and the results are summarized in Table 4. In general, coach parking facilities and picking up.setting down facilities of tourists are very limited. There are staging areas for coaches but some of them are temporary and on-street which could affect local traffic circulation. Provision of comfortable and safe transport facilities around tourist attraction nodes could contribute to the development of tourism in Hong Kong.
<table>
<thead>
<tr>
<th>Provision</th>
<th>Victoria Peak</th>
<th>Ocean Park</th>
<th>Repulse Bay</th>
<th>Open Markets*</th>
<th>Wong Tai Sin Temple</th>
<th>HKCEC</th>
<th>Aberdeen</th>
<th>Stanley Market</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Coach Parking</td>
<td>✔</td>
<td>✔</td>
<td></td>
<td></td>
<td>✔ with occasional problems</td>
<td>✔</td>
<td>✔</td>
<td>✔</td>
</tr>
<tr>
<td></td>
<td>not popular to coach operator</td>
<td></td>
<td></td>
<td></td>
<td>quantity not able to meet tourist demand</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2. Picking-up/ Setting-down Bay for Coach</td>
<td>✔</td>
<td>✔</td>
<td></td>
<td></td>
<td>✔</td>
<td>✔</td>
<td>✔</td>
<td>✔</td>
</tr>
<tr>
<td></td>
<td>not sufficient during high season</td>
<td></td>
<td></td>
<td></td>
<td>quantity not able to meet tourist demand</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3. Rail-based Public Transport (i.e. MTR/ KCR/ LRT/ Tram)</td>
<td>✔</td>
<td>✔</td>
<td></td>
<td>✔</td>
<td>✔</td>
<td>✔</td>
<td>✔</td>
<td>✔</td>
</tr>
<tr>
<td>4. Road-based Public Transport</td>
<td>✔</td>
<td>✔</td>
<td>✔</td>
<td>✔</td>
<td>✔</td>
<td>✔</td>
<td>✔</td>
<td>✔</td>
</tr>
<tr>
<td>5. Comfortable Pedestrian Environment</td>
<td>✔</td>
<td>✔</td>
<td>✔</td>
<td></td>
<td></td>
<td>✔</td>
<td></td>
<td></td>
</tr>
<tr>
<td>6. Landmark/ Signage</td>
<td>✔</td>
<td>✔</td>
<td>✔</td>
<td></td>
<td></td>
<td>✔</td>
<td></td>
<td></td>
</tr>
<tr>
<td>7. Visitor Information Centres/ Kiosks</td>
<td>✔</td>
<td>✔</td>
<td></td>
<td></td>
<td></td>
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Note:
* According to the HKTB, the open markets include Gold Fish Market, Jade Market, Li Yuen Street Market, Yuen Po Street Bird Garden, Flower Market, Temple Street, Tung Choi Street, Jardine’s Bazaar.
Coach Parking

44. The Second Parking Demand Study (PDS2) conducted by the Transport Department (TD) revealed that in 2000, there was an overall shortage of about 3300 ownership-related (i.e. nighttime) coach parking spaces in the territory, with shortage in most districts, except for Wan Chai, Southern and North Lantau Districts. The study also reckoned that managing the uses of alighting/boarding spaces, especially at tourist/sight-seeing spots would be an issue for attention.

45. To address the rising concern of the tourism industry, the PDS2 recommended a series of remedial measures. They included the incorporation of guidelines for coach loading/unloading facilities in the Hong Kong Planning Standards and Guidelines, the management on the provision of parking facilities and the application of advanced technologies such as parking guidance system. The Transport Department is following up with the recommendations.

Tourism-friendly Transport Environment

46. In order that a more user-friendly transport environment conducive to tourism development is devised, close attention should be given to the following areas at the more detailed planning level:-

* need of well-integrated public transport facilities as far as possible at major tourist attraction nodes;
* to promote tourism, major tourist attraction nodes should be linked up by convenient public transport. To facilitate easy access, proper signage, route map and tourist information should be put up where appropriate. Tourism Commission has already taking actions to improve tourist access and signages to public transport facilities under the Visitor Signage Improvement Scheme. Directional signs and map boards showing the direction and location of major public transport facilities as appropriate have been installed;
* creating pedestrian-friendly environment to promote comfortable walking and shopping;
* promoting the use of environmental friendly transport to improve the quality of environment and thus enhance the travel experience of tourists;
* making use of advanced transport information system to assist visitors to go around the territory and
* providing advanced multi-lingual tourist information system at major attraction nodes such that tourists could obtain relevant travel information such as transport services, lodging, routing, mode choice and location of attraction.
47. The above improvements could be planned and implemented as local or district-based tourism transport management measures.

Planning Department
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