

Task Force on Harbourfront Developments on Hong Kong Island

For discussion
on 21 September 2015

TFHK/11/2015

Temporary on-street meter parking for coaches at Hoi Yu Street, Quarry Bay, Hong Kong

PURPOSE

This paper is to inform Members of the decision of the Eastern District Council (EDC) for a 6-month interim and temporary measure of using a vacant Government land at Hoi Yu Street for laagering point of coaches by setting up on-street meter parking to relieve the traffic problems caused by travel coaches.

BACKGROUND

2. The traffic problem arising from the travel coaches and their dropping-off and picking-up of visitors along Java Road has been attracting a huge number of complaints from EDC Members, local residents and different sectors of the community (Annexes 1 to 5). Around 180 travel coaches come back and forth to drop-off and pick-up visitors along Java Road every day. The coaches and visitors have blocked both the road and pedestrian pavement. It has caused nuisance to the community and Police's enforcement action alone cannot resolve the issue. The nuisance has reached its peak and substantial measures must be worked out to relieve the tension in the community.

EASTERN DISTRICT COUNCIL

3. The Economic and Cultural Affairs Committee (ECAC) and the Traffic and Transport Committee (TTC) of EDC discussed the matter at their meetings to explore the feasibility of measures including an interim one to relieve the problem. Members and departments (Eastern District Office, Police, Highways Department, Transport Department, Leisure and Cultural Services Department) had a joint site visit to Hoi Yu Street to consider adopting the site as

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a temporary laagering point of travel coaches (Location map at Annex 6). Members had thorough discussion at the site and generally supported the proposed temporary measure. Safety measures as well as additional greening at the adjacent pet garden were also proposed to tie in with the temporary measure.

4. After thorough discussion and deliberation at meetings, the EDC supported the proposal of setting up one-hour parking meters at the location and decided that it was only a temporary measure which will be reviewed in 6 months' time after the commencement of service. Departments have been urged to follow up on the matter and implement the temporary measure as soon as possible.

TEMPORARY MEASURE

5. The proposed temporary measure of using the vacant Government land at Hoi Yu Street for laagering point of coaches by setting up on-street meter parking has the general support of the community and the EDC. There are no better alternatives to the above proposed temporary measure at this juncture. Departments therefore have made interdepartmental efforts to follow up on EDC's decision. The footprint and the duration required of the site will be kept to the absolute minimum. Safety measures and additional greening will be adopted. The EDC and the community have demanded that the temporary measure should be in place as soon as possible to ease the tension at Java Road and the temporary measure will be reviewed in 6 months' time after implementation.

6. Departments have confirmed the feasibility of the temporary measure recently. The above temporary measure is reported for the information of the Harbourfront Commission.

ANNEXES

Annex 1 Eastern District Council Paper
ECAC Paper No. 11/15 - Request to improve illegal
parking of coach buses in North Point

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- Annex 2 Extracts of Notes of Meetings of Eastern District Council Economic and Cultural Affairs Committee regarding temporary measure to improve illegal parking of coach buses in Java Road, North Point
- Annex 3 Extracts of Notes of Meetings of North Point Area Committees regarding traffic congestion and problems caused by tourists on Java Road
- Annex 4 Letter from the President of the North Point Kai-fong Welfare Advancement Association regarding traffic and pedestrian congestion issues on Java Road
- Annex 5 Letter from the Hon Sin Chung Kai regarding illegal parking of coach buses in Java Road
- Annex 6 Location Map of the proposed site for temporary use

**Eastern District Office
Home Affairs Department**

July 2015

To : Economic and Cultural Affairs Committee
Under Eastern District Council

Request to Improve Illegal Parking of Coach Buses in North Point

Background

Illegal parking of coach buses in North Point is serious since the opening of a restaurant for serving organised tours. In addition, North Point Pier is a hot spot for boarding of tourists for harbour cruises. Illegal parking of coach buses has caused road obstruction and posed danger to road users. There have been traffic accidents in the area.

Request

We request the Administration to improve the illegal parking of coach buses in North Point and provide suitable parking spaces for them.

Requested by

Leung Kwok Hung, Hui Ka Hoo, Kwok Wai Keung, Cheng Chi Sing, Ting Kong Ho

9 March 2015

Extracts of Notes of Meetings of Eastern District Council
Economic and Cultural Affairs Committee regarding
temporary measure to improve illegal parking
of coach buses in Java Road, North Point

(A) Meeting held on 26 March 2015

4. The views expressed and enquiries made by 16 Members on the agenda item were summarised as follows:

- (a) Mr WONG Kin-pan said that North Point had been disturbed by the traffic problem of Java Road and the provision of temporary parking spaces at Hoi Yu Street would help ease road traffic congestion. However, as Hoi Yu Street was relatively narrow with high vehicle flow, there were funeral services at this road section at night from time to time and quite a number of residents frequented the promenade nearby for leisure, it might be difficult for this road section to cope with the increased coaches flow. He agreed that the restricted zone on Java Road should be extended to the vicinity of Tin Chiu Street and visitors be diverted through the seafront pavement. In addition, he proposed that a site visit to Hoi Yu Street be first conducted so that Members could understand the situation of the site and examine the feasibility of using other vacant sites in the district for the provision of temporary parking spaces, if required;
- (b) Mr TING Kong-ho opined that the Government should take measures to encourage coaches to leave the site for a short period of time so that it was not necessary to provide temporary coach parking spaces. Furthermore, the drivers had the responsibility for parking coaches at suitable locations. He worried that it might set a precedent for other sectors to make the same request for increasing the number of parking spaces. In addition, as the site at Hoi Yu Street was adjacent to sitting-out facilities such as the promenade and the pet garden, environmental pollution could be caused by the increased coaches flow, which might

affect users of the facilities. He was of the opinion that the vacant site should be reserved for the provision of a pet garden. The department could also consider using the vacant site at the temporary vehicle detention pound of the Hong Kong Police Force (HKPF) as a temporary car park. In other words, he had reservation and enquired whether the industry had requested the Government to provide more parking spaces;

- (c) Mr KONG Chack-ho said that residents and drivers had long been tolerant of the said traffic problem. Yet, reduced lanes during the current road surfacing works had further exacerbated traffic congestion in the area, resulting in more complaints. He agreed to the provision of temporary coach parking spaces at appropriate locations, so as to tackle the problem of illegal parking and reduce the air pollution caused by coaches kept running on the roads in the district;
- (d) Mr HO Ngai-kam agreed to adopt short-term measures for temporary coach parking in addressing the serious problem of illegal parking in North Point. While he supported the proposed approach, he was concerned that tourists might jaywalk in the extended restricted zone in violation of the traffic rules, thus creating road hazards. He also suggested the Government consider other long-term measures to root out the problem;
- (e) Mr HUI Lam-hing agreed to the provision of temporary coach parking spaces, but opined that the Government should also consider the capacity of roads in the district, the passenger transfer arrangements of coaches and the utilisation of the new parking spaces. He agreed to conduct a site visit before finalising detailed arrangements;
- (f) Mr HUI Ka-hoo had received repeated complaints from residents and had met with various government departments and the private developer of the Ex-North Point Estate site to proactively work out a solution.

He learned that in the long run, the developer was going to provide about 30 parking spaces for coaches at the Ex-North Point Estate site. As there was still a long way to develop the site, other short-term measures should be adopted to alleviate the problem. He considered the department's proposal feasible although many details had to be fine-tuned. He said that the problem had to be discussed regardless of whether the industry had made the request for parking spaces;

- (g) Mr CHAN Kai-yuen agreed that the department's proposal was a short-term measure to solve the traffic problem in North Point. As the proposed parking spaces were quite far away from tourists' spots, coaches had to travel back and forth to pick up tourists. Not only was it inconvenient for coaches to pick up tourists, the traffic would also become busier. In addition, there were many pedestrians in the district and the roads were packed during peak hours. He suggested the Government identify a site within short walking distance for tourists, for example, the vacant site near the vehicular ferry pier, to avoid causing obstruction to other pedestrians. He also asked the Fire Services Department and the Buildings Department to inspect the fire services equipment and means of escape of the restaurants for the sake of safety;
- (h) Mr CHIU Ka-yin agreed that various departments, including the Police, had taken active measures such as the extension of the restricted zone on Java Road. However, given that there were a great number of sitting-out facilities near Hoi Yu Street, and residents always did jogging exercise around there, the provision of a temporary car park would be better than roadside parking spaces. In view of the insufficient parking spaces for large goods vehicles in the district, he opined that Members could provide feasible proposals as far as possible from a macro perspective. In addition, he suggested that the departments should first consult residents and study the feasibility of

making use of the vacant site near the vehicular ferry pier. However, he opined that as the roads in the vicinity of the temporary Hong Kong Police Force Vehicle Pound were narrow, the site was not suitable for the purpose;

- (i) Mr CHENG Chi-sing said that the site at Hoi Yu Street had been used as a temporary car park during the period when Hong Kong Brands and Products Expo was held, but numerous complaints were made by residents about the access of large goods vehicles there. He explained that the narrow road pavement was not only a popular place for jogging but also the only entrance to the pet garden where residents walked their dogs, thus giving rise to pedestrian-dog conflicts from time to time. Together with the funeral services at night time every now and then, he was worried that coaches entering and leaving that site would cause danger;

- (j) Mr LO Wing-kwan said the situation as reflected in the Paper had all along been criticised by residents of the district. He thanked the departments including the HKPF for proposing solutions. He was in favour of the extension of the restricted zone and suggested its further extension to the vicinity of Tin Chui Street. Besides, he supported the proposal to designate temporary parking spaces on Hoi Yu Street and expected that the traffic condition in North Point would greatly improve after the related arrangements were implemented. The number of complaints from residents and motorists would also drop. He hoped the department would thoroughly consider the arrangements. However, he opined that it would be the responsibility of the tourism industry to park the coaches and pick up visitors at appropriate locations and therefore did not agree to the department's proposal of designating temporary car parks exclusively for coaches. He also opposed the search for a closer site;

- (k) Ms CHAN Hang agreed that the restricted zone should be further extended to the vicinity of Tin Chui Street, so as to stop vehicles from turning into Tsat Tsz Mui

Road from Kam Hong Street to cause traffic congestion. She said that currently there were often police vehicles at the above-said road section and a significant improvement to the problem of illegal parking had been seen. However, as the car park at the Ex-North Point Estate site would not be completed until 2016 or 2017, she agreed to the proposed provision of a temporary car park as a short-term measure to solve the problem;

- (l) Mr LEE Man-lung supported the adoption of the above-mentioned interim measures for solving the traffic problems in the district. Besides, he suggested that the departments should first tackle the problem of illegal parking at Tsat Tsz Mui Road so that the coaches would not hit a traffic jam on their way back. Moreover, he opined that Members had the responsibility to tackle livelihood issues and there was no collusion between them and the industry;
- (m) Ms LAM Chui-lin opined that the Government had the responsibility to provide appropriate supporting facilities to promote the booming development of the tourism industry. While it was necessary to use the parking spaces at the ex-North Point Estate site as a long-term solution to the problem, she supported the said temporary measures for mitigating the air pollution problem caused by coaches that kept running on the road. As many large buses heading for Shu Kuk Street via Tsat Tsz Mui Road did not encounter traffic congestion at present, major traffic problems were not anticipated;
- (n) Ms LO Tip-chun said that land was precious in Hong Kong and the temporary parking site was hard-earned. She agreed that site inspections should be carried out first to understand the on-site situation, and this could facilitate discussion on effective solutions that could address the safety of both passengers and motorists;
- (o) Ms FONG Choi-peng indicated that illegal parking of coaches had caused serious traffic congestion and

posed risks to the safety of visitors. Therefore, she supported the said temporary measures for relieving pressure on the road; and

- (p) the Vice-chairman said that given the business prosperity in North Point, the problem concerning coaches had to be resolved, or traffic order in the district would be seriously disrupted. He further pointed out that as the time for tourist activities was different from that for funeral services on roadsides, no clashes would be caused. He hoped Members would have rational discussion and site inspections in order to explore ways to resolve the potential problems related to the provision of temporary parking spaces on Hoi Yu Street and minimise the impacts on residents including joggers.

5. Mr CHENG Yiu-mo of HKPF, Miss WONG Ho-yan of TD and DO(E) responded to Members' comments and enquiries as follows:

HKPF

- (a) recently, the Police had received numerous complaints against the serious traffic problem caused by coaches in the district. However, it was ineffective to solely rely on the Police's enforcement actions. To balance the interests of various sectors, the Government had to tackle the problem with measures other than enforcement;
- (b) in order to encourage drivers to park their coaches properly as soon as possible after dropping passengers and to prevent coaches from moving around in the district, the Police supported the implementation of the temporary measure of providing temporary coach parking spaces on Hoi Yu Street so as to relieve the traffic pressure on Java Road and King's Road;
- (c) the Police agreed to conduct a site visit to Hoi Yu Street and coordinate with the relevant departments to study the provision of additional ancillary facilities to

reduce the inconvenience caused by the temporary parking spaces to the residents;

- (d) in order to facilitate local residents to take vehicles on Java Road and to reduce their opposition, the Police's preliminary suggestion was to extend the restricted zone to Shu Kuk Street and would review the effectiveness of the measure in due course as necessary;
- (e) Members were welcome to suggest any other vacant sites for the provision of temporary parking spaces;

TD

- (f) TD would provide temporary car parking spaces at the vacant site on Hoi Yu Street instead of the roadside;
- (g) TD noted Members' concern over the illegal parking problem and traffic flow of Tsat Tsz Mui Road. It would request the Police to step up enforcement actions whenever necessary, in order to keep the road clear;

EDO

- (h) EDO thanked the relevant departments for working hand-in-hand with each other to propose the preliminary solution;
- (i) Members and departments could conduct a site visit together to discuss the concrete measures and other detailed arrangements; and
- (j) as restrained by the lease, the vehicular ferry pier might not be designated as temporary car parking spaces. Members were welcome to suggest any other vacant sites.

6. After discussion, ECAC agreed to conduct a site visit in order to understand the on-site situation. ECAC also agreed

to incorporating the agenda item into the issues to be followed up.

(Post-meeting note: ECAC conducted a site visit on 27 March 2015.)

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(B) Meeting held on 13 April 2015

3. Seven Members raised comments and enquiries about the agenda item which were summarised as follows:

- (a) Mr TING Kong-ho agreed that the departments concerned should provide additional ancillary facilities to reduce the impact of the temporary car park on the public. He said that since this was a special measure, the Government should conduct a review six months after its implementation. In case of no improvement to the problem or upon completion of the new North Point bus terminus in 2016, the ad hoc measure must be terminated immediately. Moreover, he opined that the opening hours of the temporary car park should be between 11 a.m. and 9 p.m. daily. The parking time should be set as one hour and extendable by half an hour after each payment so as to prevent prolonged parking of vehicles there. He also strongly demanded that the temporary parking spaces be restricted for the parking of coaches with a view to alleviating the problem of illegal parking of coaches, or else it would defeat the purpose;

- (b) Mr WONG Kin-pan agreed that temporary parking spaces should be provided on Hoi Yu Street for the parking of coaches so as to relieve the traffic congestion on Java Road. He suggested reviewing the effectiveness of the measure from time to time within the half-year period of its implementation with a view to reducing its impacts on the traffic or livelihood of the district;

- (c) Ms LO Tip-chun said that apart from dinner time, illegal parking of coaches often took place during lunch time too. She hoped that the department would pay more attention. Besides, in order to provide ample time for drivers to take a rest after parking, the half-an-hour parking time, in her opinion, was undesirable;
- (d) Mr HUI Ka-hoo said that as the fixed period of charging for ordinary parking spaces was from 8:00 a.m. to 12:00 a.m. daily, he supported the relevant arrangement. Besides, since coaches had to return in time to pick up passengers, they might not park for a long time and it would be fine to set the parking time as one hour;
- (e) Mr CHENG Chi-sing enquired if the department would consider moving the car park entrance eastward to facilitate drivers to use the toilet of the promenade, as well as increasing the distance between the car park and the pet garden entrance to reduce the impact on pedestrians;
- (f) Mr KONG Chack-ho enquired if the department would cover the fencing of the car park with canvas to alleviate public dislike; and
- (g) the Vice-chairman said that many Members agreed to the provision of temporary parking spaces on Hoi Yu Street after a site visit. However, he suggested that the Transport Department (TD) review the period of charging and the parking time, to allow coaches to park with a charge during peak lunch and dinner hours and provide adequate time for the drivers to take a short break or do other things after parking the coaches.

4. After discussion and voting, ECAC agreed to the provision of temporary coach parking spaces on Hoi Yu Street with 19 votes in favour, 1 vote against and 2 votes abstaining. In addition, ECAC noted that the maximum time of parking at the parking spaces after each payment would

be one hour in the pilot phase, and the relevant departments would review the effectiveness of the measure half year after its implementation.

Note: The Highways Department confirmed in mid-May 2015 that moving the entrance of the car park eastward would involve the time-consuming relocation of underground public facilities. Considering the ad hoc nature of the coach parking spaces at Hoi Yu Street, TD would maintain the existing entrance.

Extracts of Notes of Meetings of
North Point Area Committees
regarding Traffic Congestion and
Problems caused by Tourists on Java Road

(A) North Point West Area Committee

Date of Meeting	Extracts of Notes of Meeting
14 May 2014 (1 st Meeting)	<p>54. A Member said that there were too many tourists at North Point Ferry Pier, which affected the daily activities of the residents nearby. In addition, many tourists smoked, he asked whether a shelter could be installed to prohibit them from smoking.</p> <p>55. The Police representative responded that the gathering of tourists at North Point Ferry Pier was attributable to the relocation of a restaurant to North Point last year. The restaurant served mainly tourists. After dinner, the tourists would go for harbour cruises at North Point Ferry Pier. Every day, the traffic around Java Road was seriously affected by thousands of tourists and a hundred odd parked coaches. According to the existing measures, the Police would ask the tourists to cross the road at Kam Hong Street after alighting from their coaches, then the Police would assist them in queuing and going to the restaurant. In addition, the Police would ask them to board their coaches at Tin Chiu Street after the harbour cruises so as not to obstruct pedestrians. The Police introduced the improvement measures adopted together by them with the Transport Department, district council, restaurant, harbour cruise company and the industry. They would continue to communicate with the industry and educate tourists about the culture of Hong Kong so as to reduce the environmental hygiene problems caused by them.</p> <p>56. A Member said that small coaches were parked near the dog park at North Point Ferry Pier where there were many big dogs; there may be conflicts between people and dogs. He asked whether drivers of small</p>

Date of Meeting	Extracts of Notes of Meeting
	<p>coaches could be prohibited from parking there.</p> <p>57. The Police representative responded that the Police would find out the situation and follow up, and would report the effectiveness of the relevant measures at the next meeting.</p> <p>58. A Member asked whether the Police Force had informed the Security Bureau of the incident so as to enable the bureau to report to the senior management for devising long-term solutions. The existing measures wasted a lot of police efforts.</p> <p>59. The Police representative responded that the Police had reported the incident to the bureau, but the bureau had its own considerations. According to the existing measures, the Police would protect public safety and prevent conflicts as far as possible.</p>
2 September 2014 (2 nd Meeting)	<p>25. The Police representative reported that the Police had contacted the Transport Department, stepped up law enforcement and implemented traffic control measures. The measures were very effective, the congestion had been alleviated and the number of complaints had dropped significantly.</p> <p>26. A Member said that from 5:30 pm to 9:00 pm, the junction between Java Road and Shu Kuk Street was crowded with tourists. He hoped that the Police would divert them to Tin Chiu Street so as not to affect the daily life of the residents nearby and their right to use the pavements. He suggested that tourists should board their coaches at Tin Chiu Street.</p> <p>27. The Police had asked the Transport Department whether the duration of the green pedestrian signal at that location could be extended, but the Transport Department was still studying the proposal.</p>

Date of Meeting	Extracts of Notes of Meeting
1 December 2014 (3 rd Meeting)	<p>35. The Police representative reported that since the number of Mainland tourists had dropped by about one third and the Police had implemented new traffic control measures to divert tourists to Tin Chiu Street for boarding their coaches, the crowded situation at the pavement of Shu Kuk Street had been improved. Furthermore, due to the uncooperative attitudes of coach drivers, the congestion around Java Road still persisted. The Police would keep in touch with the Transport Department to further combat non-compliance.</p> <p>36. A Member said that there were still many tourists and there was a Chinese restaurant at the basement of a building at Shu Kuk Street, North Point. The restaurant served mainly Mainland tour groups; it served meals to tourists around 5:30 pm to 9:00 pm every day. Since several hundred people went to and from the restaurant by escalator at that period of time, and its location was near a MTR exit and a zebra crossing, the pavement was very crowded. The Police representative said that tourists usually boarded for and alighted after harbour cruises before 8:00 pm and the traffic was relatively busy, but the Police had implemented traffic control measures to alleviate the situation. The Police would review and follow up after considering Members' views.</p> <p>37. A Member worried about the hygiene and fire safety of the restaurant, and asked the Food and Environmental Hygiene Department and the Fire Services Department to follow up by stepping up inspection. Regarding fire safety, the secretariat would relay the message to the Fire Services Department for follow-up actions.</p> <p>(Post-meeting note: The Fire Services Department replied that inspection had been conducted and it was found that the restaurant met the licensing requirements without any irregularities in fire safety.)</p>

Date of Meeting	Extracts of Notes of Meeting
17 March 2015 (4 th Meeting)	<p>30. The Police representative reported that regarding the illegal parking of coaches at the junction of Java Road and Shu Kuk Street, about 60 complaints were received and around 70 summons were issued from December 2014. The Police had stepped up patrol and law enforcement, and had deployed more officers to direct traffic and urge coach drivers to drive away as soon as passengers had boarded or alighted. The Police hoped that the measures could relieve traffic congestion.</p> <p>31. The Police representative said that preliminary discussion about problems caused by Mainland tourists had been carried out with the district office, Tourism Commission, lands office, Transport Department, and Food and Environmental Hygiene Department at an inter-departmental meeting about improvement of illegal parking of coaches in North Point in mid-February. The Members would be informed if there was any progress.</p> <p>32. A Member said that night harbour cruise service was the main cause and asked which government department was responsible for granting licences to and renewing licences for Harbour Cruise - Bauhinia. The secretariat would follow up.</p> <p>(Post-meeting note: The secretariat had enquired of the Transport Department and Marine Department about the licensing matters of Harbour Cruise – Bauhinia. The Transport Department said that ferries providing harbour cruise service were exempted from regulation by the Ferry Services Ordinance and the matter was outside its purview. The Marine Department said that it was responsible for conducting safety inspection of and issuing certificates and licences to local vessels. However, regulation of harbour cruise service fell outside its purview.)</p>
12 May 2015 (5 th Meeting)	23. The Police representative said that the congestion between Shu Kuk Street and Java Road was relatively serious from 5:00 pm to 8:00 pm every day. The Police

Date of Meeting	Extracts of Notes of Meeting
	had received 80 complaints about road obstruction by vehicles and issued 80 summons between 15 March and 11 May.

(B) North Point East Area Committee

Date of Meeting	Extracts of Notes of Meeting
10 September 2013 (6 th Meeting for 2012-2014)	68. A Member pointed out that the frequent parking of many coaches on both sides of the section of Java Road between Tin Chiu Street and Shu Kuk Street not only caused road obstruction and posed hazards, but also endangered passengers boarding and alighting on the right side of the road. Besides, a Member found that some vehicles caused obstruction by stopping within the yellow boxes. 69. <u>The Chairman/Chairlady</u> said that he/she would relay Members' request for immediate improvement of the traffic arrangements along Tsat Tsz Mui Road to the Transport Department for consideration.
5 December 2013 (7 th Meeting for 2012-2014)	34. A Member hoped that the Police would pay more attention to the traffic conditions within the North Point District, especially the serious illegal parking on Electric Road and Java Road. Moreover, owing to the construction works at ex-North Point Estate, bus route no. 10 had to take a different lane instead of going straight when departing from the bus stop. He/She hoped that the Police would pay attention to the situation.
10 March 2015 (4 th Meeting for 2014-2016)	31. A Member pointed out that the frequent traffic congestion along the section of Java Road between North Point Road and Kam Hong Street was attributable to the construction works at ex-North Point Estate and the nearby

Date of Meeting	Extracts of Notes of Meeting
	<p>restaurants. He/She asked the Police to pay more attention to the situation.</p> <p>32. <u>Inspector LEUNG</u> said that the Police would tackle obstruction according to the law.</p>



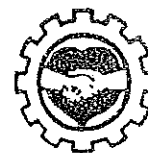
北角區街坊福利事務促進會

香港北角渣華道二一〇號

THE NORTH POINT KAI-FONG WELFARE ADVANCEMENT ASSOCIATION

210 JAVA ROAD, NORTH POINT, HONG KONG.

電話 TEL: 2561 0592, 2561 0848 傳真 FAX: 2561 4587



16 July 2015

Home Affairs Department—Eastern District Office
11/F, Eastern Law Courts Building,
29 Tai On Street,
Sai Wan Ho, Hong Kong

Attn: Ms. Anne Teng, JP, District Officer (Eastern)

Dear Ms. Teng:

RE: TRAFFIC AND PEDESTRIAN CONGESTION ISSUES ON JAVA ROAD

As President of the North Point Kai-fong Welfare Advancement Association and a frequent user of the streets of North Point, I am writing to draw your attention to the local traffic and pedestrian issues around the Java Road and Shu Kuk Street intersection vicinity, which is very near our association's office and our school, Chan's Creative School (Hong Kong Island) on Marble Road.

For months, automobiles in the vicinity have been experiencing much increased problems with traffic congestion during hours approximately between 5pm to 8pm. Increasing number of tour coaches/buses have parked illegally along the pavements of the vicinity, making the already busy traffic worse, and at times blocking the exits of building, including our school. To make matter worse, bus-loads of tourists being dropped off and picked up continuously during those hours have made the pedestrian pavement barely walkable. In fact, the last time I tried to walk a block, there were so many tourists standing at the pavement waiting for their rides that it was almost impossible for me or anyone to walk through the block. I was literally stuck in the middle of the block. Furthermore, it is also blocking possible business for the shops along the street on that block during the hours when people might do a little of shopping or dining after work. I saw a shop owner or staff stepped out to yell at the tourist for block his entrance, in a very manner of course. The issue is really growing out of control.

I am writing to you in the hope that the government can come up with a solution to help ease the traffic and pedestrian problem in the subject vicinity. A good solution not only would improve the well-being of the local residents traffic-wise, but it will also help alleviate the tension of local residents against the tourists which I believe is also a very important cause of an action.

Thank you very much for your attention.

Sincerely yours,

Vincent Ma
President



中華人民共和國香港特別行政區
Hong Kong Special Administrative Region of the People's Republic of China



立法會 LEGISLATIVE COUNCIL

單仲偕議員 Hon SIN Chung-kai, SBS, JP

本處檔號：LC(NP)-131-2015-01

敬啟者：

北角渣華道旅遊巴士例停泊事宜

本年五月十一日於北角渣華道街市對出發生交通意外，一名內地旅客遭一輛汽車撞倒。該宗車禍，引起市民對該區旅遊巴士長時間違例停泊以致市民橫過馬路時險象環生的關注。本辦事處與民主黨香港島支部主席柴文瀚先生誠邀貴署參與跨部門會議，共同商討處理方法，建議如下：

- 日期： 六月中旬 (星期六、日除外)
- 地點： 立法會綜合大樓
- 應邀者： 路政署、運輸署、旅遊事務署及北角分區警署

如何之處，敬請示覆。有關會議事宜，請致電 2811-1111 與本處職員莊琨先生聯絡。有勞之處，深表謝意。

此致

- 路政署署長 劉家強先生, JP
- 運輸署署長 楊何蓓茵女士, JP
- 旅遊事務專員 朱曼鈴女士, JP
- 北角分區指揮官 梁仁傑先生

立法會議員單仲偕

2015年6月1日

Translation

Our Ref: LC(NP)-131-2015-01

1 June 2015

Dear Sir/Madam,

Illegal Parking of Coaches at Java Road in North Point

A traffic accident happened outside the Java Road Market in North Point on 11 May this year and a Mainland tourist was knocked down by a vehicle. The accident has aroused public attention about the hazards posed to the people crossing the road by the prolonged illegal parking of coaches in the district. Mr CHAI Man-hon, the Chairman of the Hong Kong Island Branch of the Democratic Party and my Office would like to invite your office to an inter-departmental meeting to discuss for solutions. The proposed details are as follows:

Date: Mid-June (except Saturdays and Sundays)
Venue: Legislative Council Complex
Guests Invited: Highways Department, Transport Department,
Tourism Commission and North Point Divisional
Police Station

For any enquiries about the meeting, please contact Mr CHONG Kun of my Office at 2811 1111. I look forward to hearing from you.

SIN Chung Kai
Legislative Council Member

Distribution List

Mr LAU Ka Keung, JP, Director of Highways
Mrs. YEUNG HO Poi Yan, JP, Commissioner for Transport
Miss Cathy CHU, JP, Commissioner for Tourism
Mr LEUNG Yan Kit, Divisional Commander (North Point)

Location Map

