

Hong Kong, August 2015

Harbourfront Commission

Re: Quarry Bay Waterfront Development

- Proposed Hoi Yu Street Coach Parking Area (New)
- Proposed Hoi Yu Street Car Parking Area (Renewal STT No. EHX-540)

Chairman and Members,

***SPH objects to allocating a Hoi Yu Street waterfront site for coach parking, and to the renewal of a Hoi Yu Street site for car parking. We urge for the Quarry Bay Waterfront development and the parking issues to be discussed by the Harbourfront Commission.***

**Please note the background and observations**

1. The Administration plans to develop the Hoi Yu Street waterfront, the two adjoining sites currently zoned "Other Specified Uses" annotated "Cultural and/or Commercial, Leisure and Tourism Related Uses" and the nearby Eastern Harbour Crossing Tunnel Portal site by making reference to the recommendations of Hong Kong Island East Harbour-front Study (HKIEHS). The relocation of existing government facilities is progressing and most sites are vacant.  
[http://www.pland.gov.hk/pland\\_en/p\\_study/prog\\_s/island/background\\_e.html](http://www.pland.gov.hk/pland_en/p_study/prog_s/island/background_e.html)
2. The Task Force on Harbourfront Developments on Hong Kong Island (Sixth Meeting, 25 May 2011, reported to Harbourfront Commission on 18 July 2011) that while Members in general welcomed the proposed design (for the Hoi Yu Street Temporary Promenade), they had comments on a few aspects such as the number and outlook of the arbours, as well as the provision of carparks and lay-bys nearby to cater for the need of pet owners and other users of the promenade.
3. The temporary promenade at Hoi Yu Street in Quarry Bay was completed in late 2012 as a quick win improvement.
4. In January 2013 it was discovered that the Government had let a large site (STT No. EHX-540) out for car parking adjacent to the temporary promenade. The Short Term Tenancy for the site had NOT been circulated for comments to the Harbourfront Commission. Letting harbourfront sites for open car parks runs contrary to the long standing position of the Harbourfront Commission. Note that the commission members asked for parking facilities for dog owners who visited the promenade only.
5. The car park offers cheap parking facilities and was filled up quickly as vehicle owners shifted their vehicles from elsewhere in Quarry Bay/North Point/Taikooshing. It is used primarily by long term parking, and few if no hourly parking is available for promenade visitors. Offering cheap parking facilities runs contrary to Hong Kong's transport policy of discouraging private car ownership.

6. The Quarry Bay Promenade (QBPro) is popular with joggers, dog walkers, and people who come for a stroll or fishing. There are complaints about conflicts between joggers and pet walkers at the Quarry Bay Promenade due to the limited effective footway (see picture) resulting hence joggers trip over dogs whether on the leash or moving around randomly. QBPro requires widening by terminating (or at least reducing the area available for) the adjacent car park.



7. To enhance the Quarry Bay waterfront prior to the permanent development of Quarry Bay Harbourfront commences, the Eastern District Council has made proposals to enlarge the promenade by constructing a pet garden under district minor works programme. However, details including boundaries, funding approval and timeline are yet to be confirmed.
8. Java Road near the North Point Ferry Pier has over the years become an important cross border bus terminus area. Peak hours for departures are daily between 5:30pm and 8:00pm. Passengers arrive from the nearby harbour tours, ferry piers, MTR station, as well as via bus, tram, and taxi, or from nearby restaurants and mainland business oriented establishments.
9. A coach parking facility is planned for the ex-North Point Estate development. The issue has been discussed by the Harbourfront Commission, and concerns have been expressed as to whether the design and operation of the coach parking can appropriately replace the informal on-street cross border coach terminus. Neither the Transport Department nor the Tourism Commission or HK Tourism Board have given adequate assurances.

10. In response to an accident involving a pedestrian (coach passenger) and ongoing complaints over congestion from nearby residents, the Government has proposed to extend traffic and parking control measures along Java Road, and to dedicate the use of a waterfront site at Hoi Yu Street as a 'laagering point' for coaches with 1 hour metered parking places charging between 8am and 12am (mid-nite).
11. It is unclear what a 'laagering point' means – but the suggestion is that the area operates as a holding or staging area for coaches, and that the passengers continue to be dropped off/picked up at Java Road near the North Point Ferry Piers. As the coaches are under different management, it is unclear how the staging is supposed to be managed.
12. Given the distance and circuitous route between Hoi Yu Street and Java Road it is unlikely the parking area will be used for the intended purposes. Moreover, the complex junction of King's Road/Java Road/Hoi Chak Street/Hoi Yu Street will be impacted further on top of traffic related to Taikoo Place and the funeral home.
13. Hoi Yu Street site is also unlikely to operate as a cross border coach terminus as it is remote from mainland travel related businesses such as shops, restaurants, trading companies, harbour tours, and connecting transport services.
14. The outcome of the proposed metered parking area will be overnite parking by coaches and good vehicles, and (illegal) parking of random long vehicles during the day. The ingress/egress will also impact the already narrow pavement and the enjoyment of the waterfront by joggers, dog walkers, and others connecting between North Point and Ling Kei Wan via QBPro and QBPark.
15. Not only is the intended purpose of the use of this waterfront site unlikely to be achieved, the dedication of vacant land for open air parking (of coaches, goods vehicles and private cars) is against the well-established harbour planning principles. The Harbourfront Enhancement Committee and the Harbourfront Commission have continuously since establishment in 2004 fought to remove and to end all such uses from waterfront areas.

Herewith we so submit for consideration by the Members.

Society for Protection of the Harbour

August 2015

Relevant visuals below.

# Proposals for Quarry Bay Waterfront Development

**OPTION 3: TOURISM AND ENTERTAINMENT-THEMED WATERFRONT WITH ICONIC FOOTBRIDGE**

TOURISM AND ENTERTAINMENT FACILITIES WITH SHOPS AND THEMED RESTAURANTS  
 VIEWING POINT  
 ART DISPLAY  
 CYCLE ROUTE  
 FEATURE BRIDGE  
 BUFFER AREA  
 PERFORMANCE CENTRE  
 FEATURE BRIDGE  
 TOURISM AND ENTERTAINMENT FACILITIES WITH SHOPS AND THEMED RESTAURANTS

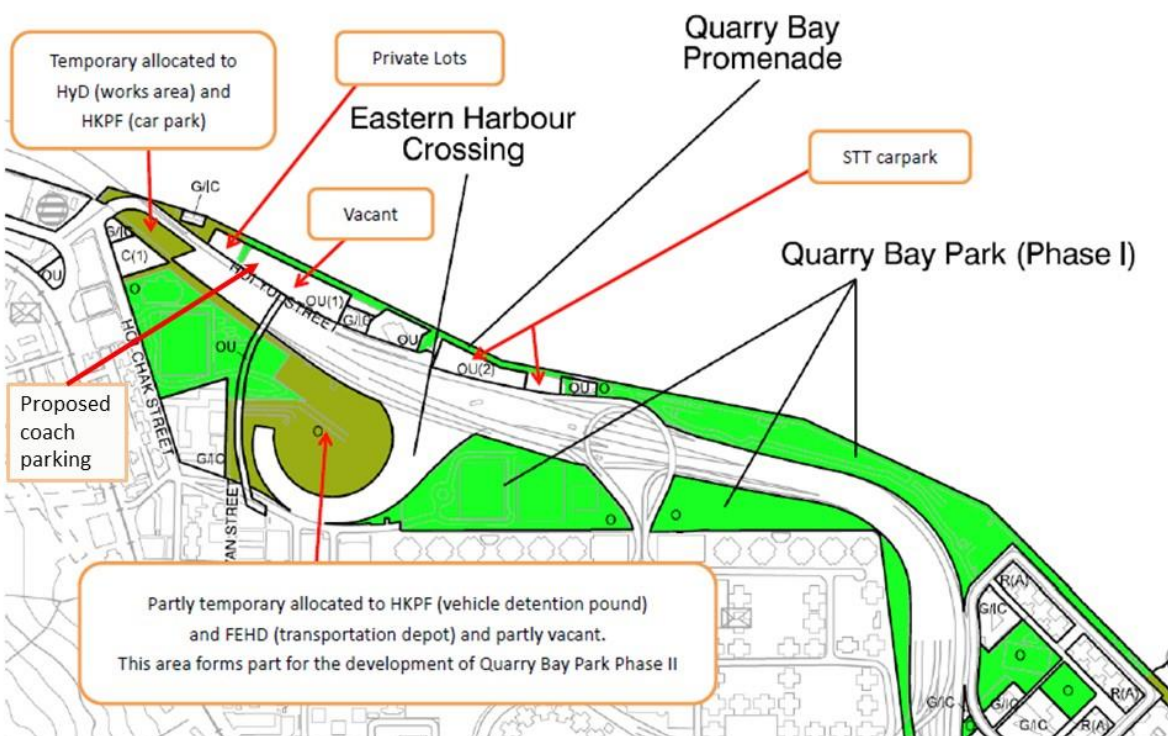
Harbour ← Proposed tourism and entertainment facilities and open space along Hoi Yu Street site | The IEC | Proposed IMAX or performance centre at the EHC Tunnel Portal with iconic bridge to improve accessibility to the harbourfront | Multiple slip roads to the IEC | Connection to Quarry Bay Park →

Agreement No. CE 61/2008 (1P)  
 Hong Kong Island East Harbour-front Study - Feasibility Study

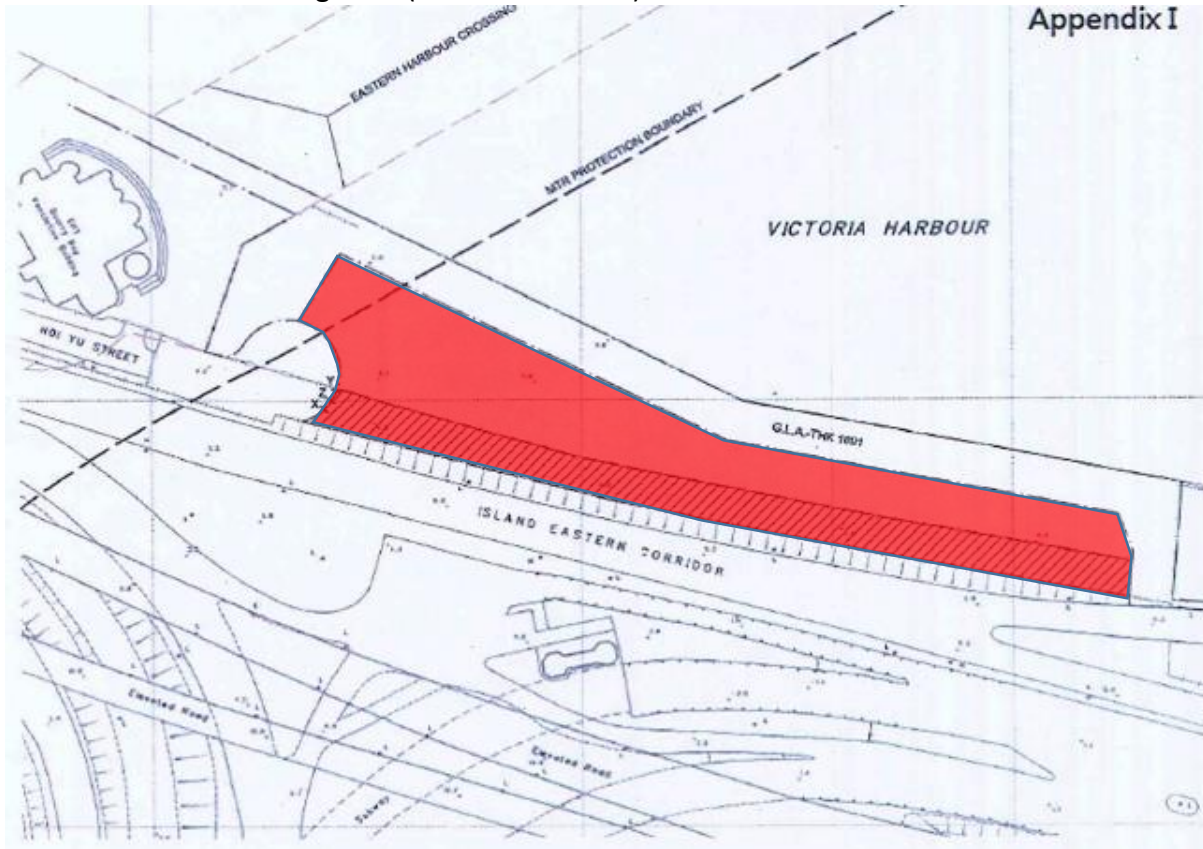
Planning Department | *Urban* | AECOM

Title: Hoi Yu Street Key Site - Option 3  
 Scale: As Shown | Date: March 2012 | Figure No: 3.10

## Current status of Quarry Bay Waterfront



Hoi Yu Street Car Parking Area (STT No. EHX-540)



Appendix I

Hoi Yu Street Car Park entrance



### Proposed Hoi Yu Street Coach Parking Area



### Route between Hoi Yu Street and Java Road

