

# **Task Force on Kai Tak Harbourfront Development**

For discussion  
on 15 May 2019

TFKT/05/2019

## **Proposed Arrangements to Facilitate the Use of Runway Park Pier at Kai Tak for Harbour Cruises of Inbound Tour Groups**

### **PURPOSE**

This paper seeks Members' views on the proposed arrangements to facilitate the use of the Runway Park Pier at Kai Tak for harbour cruises of inbound tour groups (the proposal).

### **THE PROBLEM**

#### ***Inbound tour groups in To Kwa Wan***

2. In recent years, To Kwa Wan and Hung Hom in the Kowloon City District have become hotspots for inbound tour groups as there are a number of shops and restaurants serving these inbound tour groups in the district. The harbourfront areas, including the Ma Tau Kok Public Pier and the King Wan Street Landing in To Kwa Wan, are also heavily used by harbour cruises serving such inbound tour groups and flooded with tourists especially in the late afternoon and evening. During peak periods, the number of tourists gathering at the public pier and landing steps can range from 3 000 to 5 000.

3. This heavy patronage has brought mounting inconvenience to the general public near the pier and landing steps, particularly the local residents, pedestrians and visitors of the harbourfront, as well as drivers and other road users.

#### ***Existing measures to tackle the issue***

4. The Government, in tandem with the Travel Industry Council of Hong Kong (TIC), has been sparing no effort in tackling the issue in the Kowloon City District. We have been closely liaising with the travel trade, Legislative Council Members, Kowloon City District Council (KCDC) Members, etc. to implement various targeted mitigation measures.

5. To alleviate coach congestion, additional coach parking spaces have been provided at appropriate locations (including tourist and shopping hotspots). For instance, ten additional

metered coach parking spaces are expected to be available at the Government land near the junction of Hung Hom Road/Bailey Street by Q2/2019. To avoid coaches blocking streets for pick-up/drop-off, the Transport Department has designated “No-stopping Restriction Zone” in road sections near the Ma Tau Kok Public Pier, San Ma Tau Street, Kwei Chow Street, etc. Since January 2019, the Police has implemented special traffic control measures on certain streets during designated timeframes, during which coach drivers are not allowed to drop off/pick up tourists.

6. To maintain public order and safety, the Police has been deploying more manpower on a need basis whenever a large number of tourists gather around, including in harbourfront areas. The Police has also been stepping up enforcement actions against illegal coach parking and drivers not observing traffic rules. To facilitate better preparation and planning, the travel trade has been informing the Police in advance when a large number of inbound tour groups are expected to arrive in Hong Kong. The trade has also deployed manpower to ensure the orderly queuing of tourists outside restaurants and shops.

### ***The need for further mitigation measures***

7. Despite such a multiplicity of targeted mitigation measures, insofar as harbour cruises are concerned, there have been repeated requests for better utilising the Runway Park Pier, which has been opened for use since March 2016, at Kai Tak.

8. Since 2018, the Tourism Commission, in concert with relevant Government bureaux/departments and TIC, has been exploring with the travel trade the use of the Runway Park Pier. After rounds of site visits, meetings and discussions, relevant travel trade members have shown willingness to channel some harbour cruises from To Kwa Wan to Kai Tak. Nonetheless, they opined that the lack of coach parking spaces in the vicinity would be a major hurdle deterring them from using the pier.

## **THE PROPOSAL**

### ***Channelling some harbour cruises to Runway Park Pier***

9. The Tourism Commission, in tandem with TIC, has been actively liaising with the travel trade to channel some harbour

cruises to the Runway Park Pier, particularly on days when there are a large number of inbound tour groups to Hong Kong, to reduce the impact on the Kowloon City District. In taking this forward, some enhancement works, such as provision of further lighting facilities and toilets, are being carried out progressively. Efforts will also be made to plan and co-ordinate the channelling of inbound tour groups taking into account other activities at Kai Tak –

- (a) **ship calls at Kai Tak Cruise Terminal (KTCT):** On ship call days<sup>1</sup>, Cheung Yip Street and Shing Cheong Road would be busy with traffic for picking up/dropping off cruise passengers at KTCT;
- (b) **existing licensed ferry service:** There is a daily licensed ferry service operating between North Point and Kwun Tong via the Runway Park Pier. The service is much more frequent during weekends and public holidays and runs from 7-8 a.m. to around 8 p.m.; and
- (c) **water taxi service:** There is a planned water taxi service plying Kai Tak, Hung Hom, Tsim Sha Tsui East, West Kowloon and Central which will berth at the Runway Park Pier. Details of the service are being formulated.

### ***Provision of coach parking spaces in the vicinity***

10. To address the lack of coach parking spaces near the Runway Park Pier, we have explored the areas in its vicinity. At present, such areas are unallocated vacant Government land, except an area occupied by the Civil Engineering and Development Department (CEDD) as a temporary works area for the construction of the Government Flying Service Kai Tak Division at the tip of the former Kai Tak runway (GFS project) (see **Annex**). The harbourfront area can be accessed through an access road which also serves as an emergency vehicular access, as well as a footpath adjacent to the Kai Tak Tourism Node site (TN site). While pedestrians can enter the area using the footpath, only permitted vehicles (e.g. CEDD's vehicles for GFS project) are allowed to enter and use the access road.

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<sup>1</sup> They are Friday and Sunday on a weekly basis, and the whole of March and April on a yearly basis during which there is daily berthing at KTCT.

11. To facilitate the use of the pier by these harbour cruises, we propose utilising two small parcels of unallocated Government land in the vicinity as short-term and medium-term parking lots for coaches carrying inbound tour groups for harbour cruises before the long-term coach parking arrangement is put in place (see **Annex**) –

- (a) **short-term coach parking lot (targeted to be available in mid-2019, until the commissioning of the medium-term coach parking lot):** As a quick fix, we have identified a small parcel of unallocated vacant Government land opposite the CLP Substation for KTCT which is free from vegetation and relatively close to the Runway Park Pier (see **Annex**). With some minor works, the site can be turned into a temporary coach parking lot, providing about 20 coach parking spaces;
- (b) **medium-term coach parking lot (targeted to be available as soon as practicable in the latter half of 2019, until the availability of coach parking facilities on the TN site):** In the medium term, we consider it more desirable to provide a coach parking lot, closer to the Runway Park Pier, for coaches to drop off/pick up tourists and park. We have identified a small parcel of unallocated vacant Government land between the proposed STT No. KX 2992 and CEDD's temporary works area for GFS project (see **Annex**). The site providing about 20 coach parking spaces will involve works which can be completed within the latter half of 2019, such as site formation, removal of vegetation and pavement construction including coach lay-by provision. Upon the commissioning of this medium-term coach parking lot, the short-term site under paragraph 11(a) above will cease operation; and
- (c) **long-term coach parking arrangement (targeted to be available in a few years' time):** The unallocated vacant Government land identified in paragraph 11(a) and (b) above will eventually be developed under the Kai Tak Runway Park Phase 2 project. On the other hand, the TN

site<sup>2</sup>, with coach parking facilities included in the lease conditions, has been included in the 2019-20 Land Sale Programme. As a long-term solution, coaches for harbour cruises are expected to use the public coach parking facilities at the TN site.

12. To avoid abuse, only coaches with prior registration that carry inbound tour groups for harbour cruises at the Runway Park Pier will be allowed to use the access road and coach parking lots. The travel trade will be asked to deploy sufficient manpower to smooth out the embarkation/disembarkation and queuing arrangements on-site. The Police will also deploy appropriate manpower to maintain public order and safety at the Runway Park Pier and areas around as and when necessary.

### JUSTIFICATIONS

13. The proposal is necessary on the following grounds –

(a) Need to address acute traffic conditions in To Kwa Wan

As highlighted in paragraphs 2 and 3 above, there is serious traffic congestion around the harbourfront areas due to the number of inbound tourist groups taking harbour cruises.

(b) Strong local community support

At the latest meetings of KCDC in April and May 2019, District Council Members from various backgrounds requested the Government and TIC to facilitate the channelling of inbound tour groups taking harbour cruises to the Runway Park Pier as soon as practicable.

(c) Improvement of harbourfront areas

The proposal will help alleviate the impact of tourists in To Kwa Wan, particularly the harbourfront areas. This will provide room for the Kowloon City District Office to

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<sup>2</sup> Designated for tourism-related use with commercial, hotel and entertainment facilities as stated in the approved Kai Tak Outline Zoning Plan No. S/K22/6.

consider carrying out improvement works at the King Wan Street Sitting-out Area adjacent to the King Wan Street Landing for the public's enjoyment of the harbourfront area.

As regards harbourfront areas at Kai Tak, while we need to address the lack of coach parking spaces under the proposal to facilitate the use of the Runway Park Pier, we are mindful of the desirability of opening up more harbourfront areas for public enjoyment. In this connection, upon cessation of the proposed short-term parking lot's operation and prior to the Kai Tak Runway Park Phase 2 development, the Government will consider constructing a temporary walkway leading from the site of the short-term coach parking lot to the harbourfront areas up to the Kai Tak Runway Park Phase 1 for the public's early enjoyment (see **Annex**). A setback area of about five metres wide will be reserved between the edge of the coach parking lot and the harbourfront concerned to facilitate public access to harbourfront areas along the proposed walkway.

### **HARBOUR PLANNING PRINCIPLES AND GUIDELINES**

14. The proposal has taken into account the Harbour Planning Principles and Guidelines, in particular the following –

- (a) **Stakeholder Engagement:** The discussions amongst KCDC Members from various backgrounds at the latest meetings of KCDC in April and May 2019 have punctuated the pressing need for taking forward the proposal as soon as practicable to relieve the heavy pedestrian and vehicular flows around the public pier and landing steps in To Kwa Wan.
- (b) **Sustainable Development:** The proposed coach parking lots at Kai Tak harbourfront areas with access restricted to coaches carrying inbound tour groups for harbour cruises on designated dates is pursued on a short to medium term basis only. Overall, the proposal has struck a balance between alleviating the impact by inbound tour groups on the existing public pier and landing steps in To Kwa Wan on the one hand and

fostering the usage of the existing Runway Park Pier for harbour cruises on the other, without compromising the planned development at Kai Tak.

- (c) **Accessible Harbour, Vibrant Harbour and Public Enjoyment:** The proposal will alleviate the existing heavy use of the public pier and landing steps in To Kwa Wan for harbour cruises, thereby allowing local residents to enjoy the harbourfront, and make better use of the existing Runway Park Pier at Kai Tak. Furthermore, the Government will consider constructing a temporary walkway leading from the site of the proposed short-term parking lot to the harbourfront areas up to the Kai Tak Runway Park Phase 1 for public enjoyment upon cessation of the short-term coach parking lot's operation and prior to the Kai Tak Runway Park Phase 2 development.

### ADVICE SOUGHT

15. Members' views are invited on the proposal.

### ATTACHMENT

- Annex** - Location plan of the proposed short-term and medium-term coach parking lots

**Tourism Commission**  
**May 2019**

# Location Plan of the Proposed Short-term and Medium-term Coach Parking Lots at Kai Tak Annex

