

Task Force on Harbourfront Developments in Kowloon, Tsuen Wan and Kwai Tsing

For discussion
on 27 March 2019

TFK/01/2019

Proposed Extension of Short Term Tenancies for Fee-paying Public Car Park at (i) Wa Shun Street, and (ii) the Junction of Bailey Street/Sung Ping Street, Hung Hom, Kowloon

PURPOSE

This paper seeks views of the Members of the Harbourfront Commission Task Force on Harbourfront Development in Kowloon, Tsuen Wan and Kwai Tsing (“the Task Force”) on the re-tender proposal of the two Short Term Tenancies (“STT”) car parks with coach parking at (i) Wa Shun Street and (ii) the junction of Bailey Street/Sung Ping Street (**Annex 1**), which were discussed and agreed by the Task Force on 31 May 2017 (vide the paper at **Annex 2**), upon the expiry of the fixed terms of their current tenancies in February and March 2019 respectively.

BACKGROUND

2. In the past decade, with the growing increase in economic and tourism activities, To Kwa Wan and Hung Hom have developed into key tourist hotspots in Hong Kong where shopping places, such as souvenir shops, jewelry shops and dining areas, etc., can be easily found. Landing steps at To Kwa Wan are also used frequently by sightseeing vessels touring the Victoria Harbour. The above travel activities have attracted significant numbers of inbound tour groups¹ to visit To Kwa Wan and Hung Hom resulting in traffic surge, particularly coaches for tourists, between noon and evening within the areas. Appropriate traffic measures have to be put in place so as to properly address the increase in traffic demand. Otherwise, it will not only generate adverse impact on traffic condition of the road network in the districts, but also cause inconveniences and disturbances to drivers, pedestrians and visitors of the waterfront / Victoria Harbour, and poses road safety hazards, especially during peak travel season.

¹ Average daily number of tour groups visiting To Kwa Wan and Hung Hom were around 200 tours and a peak daily number of 336 in November 2018.

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3. To Kwa Wan and Hung Hom are the old built-up urban area with narrow streets and closely-spaced junctions. Road space is limited for parking of vehicles including coaches and pick up/set down (“PU/SD”) of passengers including tourists. Illegal parking and PU/SD activities arising from the coaches aggravate the traffic condition, affecting the daily lives of the residents there.

4. Local residents, District Council members and Legislative Council members across political spectrum have expressed serious concerns over the traffic problems generated by coaches as well as inadequate coach parking spaces in the main tourist spots and urged the Government to resolve this issue.

5. Moreover, the revitalized Avenue of Stars (AoS) in Tsim Sha Tsui reopened in late January 2019 has become a new tourist hotspot and attracted influx of inbound tour groups. Coaches actively PU/SD tourists at the lay-bys near the AoS for their enjoyment of the magnificent skyline of Hong Kong and the majestic view of Victoria Harbour. To maximize usage of the lay-bys, coach drivers are directed to leave for nearby car parks such as the subject two STT sites for short period parking after PU/SD of tourists at Salisbury Road.

6. On the other hand, three sites (KX2574, KX2881, KX2882) for STT car parks at Sung Wong Toi Road (**Annex 3**) were due to be returned to project departments for various developments of Kai Tak in January 2019, while another STT site (KX2575) would also be returned in mid-2019. As a result, the number of parking spaces for coaches and other types of vehicles would be significantly reduced, further adding burden to coach parking issue in To Kwa Wan and Hung Hom as well as Tsim Sha Tsui.

7. As per established practice, beneficial use of vacant Government land for parking has been an effective means to improve traffic condition in To Kwa Wan and Hung Hom and Tsim Sha Tsui. The existing STT car parks at the junction of Bailey Street/Sung Ping Street and at Wa Shun Street located in the vicinity of the tourist hotspots for coach traffic in To Kwa Wan and Hung Hom or within a few minutes’ ride from those hotspots in Tsim Sha Tsui respectively, are suitable parking areas for coaches requiring PU/SD of tourists.

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SITE INFORMATION

(i) STT at Wa Shun Street

8. The site is adjacent to the ex-Hung Hom Ferry Pier Bus Terminus. It is zoned “Open Space” on the Hung Hom Outline Zoning Plan No. S/K9/26. The STT car park in Wa Shun Street was set up as an interim solution to address the traffic problems generated by coaches in particular along the Salisbury Road of Tsim Sha Tsui. It is noted that the site has been earmarked as part of the Urban Park in front of the Hung Hom Ferry Pier. It could be terminated by giving appropriate advance notice to make way for the commencement of the Urban Park, which is undergoing a market sounding exercise and the relevant tender exercise would not be completed within 2019.

9. The site provides about 20 coaches (i.e. non-franchised buses) parking spaces. As the site is in the vicinity of Tsim Sha Tsui East, it can serve as a waiting area for coaches heading for PU/SD tourists to the Tsim Sha Tsui Waterfront Promenade and nearby areas. Coach drivers can reach Tsim Sha Tsui Waterfront Promenade in around five minutes’ time.

(ii) STT at the Junction of Bailey Street/Sung Ping Street

10. The site is mainly zoned as “Government, Institution or Community” (“G/IC”), “Open Space” and having a minor portion of “Other Specified Uses”. For the G/IC portion, which is earmarked for school development, the Education Bureau has advised that there is yet to be any programme for the proposed school. Regarding the “Open Space” and “Other Specified Uses” portion with about 48m waterfront covering an area of 2,150m² (about 22% of the total area of the car park), the Leisure and Cultural Services Department (“LCSD”) advises that the area would be required for the Hoi Sham Park Extension project currently scheduled to commence in late 2019. The future tenant shall at any time upon demand by the Government redeliver the land required by LCSD for implementation of Hoi Sham Park Extension project. For the remaining part of the car park, we will consult the Task Force again at least six months before completion of the Hoi Sham Park Extension project² if extension / re-tendering of the STT is required.

² Tentatively in late 2022

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11. Currently, 50% of the site is restricted to the parking of coaches/goods vehicles with about 75 parking spaces, while the remaining 50% of the site will be open for parking of other types of motor vehicles. Owing to proximity of the site to the tourist hotspots in To Kwa Wan and Hung Hom and the overall shortfall of coach parking spaces in the area, it is considered necessary to deploy the site for temporary car parking purpose in the interim to help relieve the coach parking problem.

JUSTIFICATIONS FOR THE PROPOSED STTs

12. Making use of the sites at Wa Shun Street and at the junction of Bailey Street/Sung Ping Street for temporary fee-paying coach parking is considered necessary on the grounds set out below:

(a) To meet the imminent demands of temporary car parking spaces

There are keen and imminent demands for coach parking spaces in the tourist districts of Hung Hom, To Kwa Wan and Tsim Sha Tsui as evidenced by high utilization rate of the STT car parks (In February 2019, the utilization rates of STT car parks at Wa Shun Street and the junction of Bailey Street/Sung Ping Street are 86% and 68% respectively).

As a waterfront portion of the STT car park at Bailey Street/Sung Ping Street falls within the project limit of Hoi Sham Park Extension, this portion would be surrendered back to the Government for the Hoi Sham Park Extension development upon demand by the Government.

(b) Local community's support

Since the opening of the STT car parks, we have been monitoring closely the situation of coach parking in the area. In light of the traffic conditions in the districts, which will be further discussed in part (c) below, and given the provision of proper pedestrian facilities, residents nearby have had minimal concerns over the

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operation of the subject STT, which is intended to alleviate the problems caused by shortage in parking spaces for coaches in To Kwa Wan, Hung Hom and Tsim Sha Tsui.

Kowloon City District Council (KCDC) set up the “Working Group on Concern about the Problems Caused by Coaches in the District” (thereafter called “Working Group”) under Traffic and Transport Committee. Since 2016, the Working Group has repeatedly requested both short-term and long-term effective improvement measures to alleviate the problems caused by shortage in parking spaces for coaches in Hung Hom and To Kwa Wan area. The request for additional coach parking spaces is also supported by the KCDC members (vide **Annex 4** for relevant papers extracted).

KCDC members rendered staunch support to the publicity efforts coordinated by Kowloon City District Office (“KCDO”) in promoting the concessionary arrangement at the current STT site at the junction of Bailey Street/ Sung Ping Street. Indeed, KCDC has identified nuisance caused by tourism in the districts as a problem which should be tackled by additional resources under KCDO’s District-led Action Scheme. In this regard, KCDO has been deploying additional manpower to serve as District Tourism Ambassadors to encourage coach drivers to utilize legal parking facilities provided by the STT car parks, among other duties.

(c) Current traffic conditions

We have reviewed the current traffic condition in To Kwa Wan, Hung Hom and Tsim Sha Tsui. The coach parking problems at the concerned areas remain significant. Notwithstanding the provision of additional parking spaces at the STT car parks, the Police has issued 2196 and 86 fixed penalty tickets against coaches in 2018 in Hung Hom area and Salisbury Road respectively, and received 870 and 119 complaint cases at tourist hotspots in Hung Hom area and Salisbury Road respectively during the same period. Specifically, in the Hung Hom area, traffic complaints

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received in the fourth quarter of 2018 stands at 268, representing a 32.15% decrease compared with 395 in the same period in 2017. While the Hong Kong Police Force (“HKPF”) will continue to step up enforcement efforts, the significant decrease in traffic complaints underscores the effectiveness of the provision of relevant coach parking facilities in alleviating the problems caused by shortage in parking for coaches in the districts.

(d) Improvement of Harbourfront Area

To balance the need of parking space within the district and in response to public demand for opening up harbourfront space at the same time, under the support of the Task Force, the STT car park at Chi Kiang Street will be terminated on 31 March 2019. A section of harbourfront, about 125m long, would therefore be freed up to make way for the construction of the Hoi Sham Park Extension project for public enjoyment. Alternatively, a hinterland at the junction of Bailey Street and Hung Hom Road (refer to para. 16(a)) has been designated for metered coach parking spaces so as to ease the coach parking demand arisen from the termination of the STT car park at Chi Kiang Street. Another section of harbourfront, about 48m long, would also be freed up from the STT at the junction of Bailey Street / Sung Ping Street by the time the Hoi Sham Park Extension project commences (see paragraph 10 above).

In any event, the operation of the two STTs would not be taken as a reason for delaying delivery of projects at the harbourfront. Should the demand of parking space for commercial vehicles in the district be relieved or other suitable location has been identified for STT car park replacement in the future, Government departments will endeavour to release the sites for public enjoyment.

MEASURES TO ALLEVIATE TRAFFIC CONDITION RELATED TO TOURISM IN TO KWA WAN, HUNG HOM AND TSIM SHA TSUI

13. Joint operations among relevant Government departments, including the Tourism Commission (“TC”), KCDO, HKPF and the

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Transport Department ("TD"), have been conducted from time to time to educate coach drivers and travel trade to park the coaches in proper facilities, and not to illegally park and stop at the roadside blocking road traffic when waiting for PU/SD of passengers. Various publicity efforts have also been staged against illegal parking.

14. A half-hourly concessionary rate arrangement for coach parking has been implemented in the current STT site at the junction of Bailey Street/Sung Ping Street since 29 March 2018. This concessionary arrangement allows coach parking with \$6 per half an hour to incentivise the coach drivers to make use of the proper parking facilities instead of parking on streets illegally in To Kwa Wan. An assessment of utilization of coach parking revealed that the average utilization rate was increased from 19% in the fourth quarter of 2017 to 53% in the fourth quarter of 2018. It significantly improves the utilization rate of the said STT site and the traffic condition in To Kwa Wan. In view of the boost in utilization rate, the concessionary rate arrangement will continue to be implemented for the retendering STT site at the junction of Bailey Street/Sung Ping Street.

15. To facilitate traffic circulation in the area, general lay-bys have been designated in the vicinity of the tourist hotspots in To Kwa Wan, Hung Hom and Tsim Sha Tsui for PU/SD of tourists, including Sung On Street, Chi Kiang Street, San Ma Tau Street, Chatham Road South and Salisbury Road. Furthermore, to encourage coach drivers to utilize the car park facilities provided, relevant no-stopping restriction zones have been implemented and intensive enforcement actions have been taken by HKPF.

16. In addition, enhancements of measures are proposed to improve traffic conditions and facilitate traffic circulation, including the following:-

- (a) KCDO and TD are taking forward to provide 10 metered coach parking spaces at the Government land near the junction of Bailey Street and Hung Hom Road, outside harbourfront area and in close proximity to the tourist hotspots in To Kwa Wan and Hung Hom, which are expected to be available for use in Q2/2019.
- (b) Two sections of lay-bys at Chi Kiang Street will be formed for PU/SD of passengers, which are expected to

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be available for use in Q4/2019.

- (c) Configuration of the existing metered coach parking area adjacent to the Hong Kong Coliseum will be rearranged to release space for 10 metered coach parking spaces. The engineering works are envisaged to commence in Q2/2019 subject to resolving the technical issues in relation to railway operation.
- (d) Four metered coach parking spaces will be provided at the Science Museum Square, which are expected to be available for use in Q2/2019.
- (e) Additional lay-bys at Chatham Road South and Salisbury Road are provided in early 2019 for PU/SD of passengers.
- (f) Enhanced traffic management measures will be deployed to model on the successful experience in the reopening of the AoS.

LONG TERM PLAN FOR COACH PARKING IN TSIM SHA TSUI AND HUNG HOM

17. Apart from the above, the Government is actively taking the following measures to meet the coach parking demand in the longer term:

- (a) For new and retendered STT car parks, the Government would impose conditions stipulating the provision of a minimum number of parking spaces for coaches at the concerned car parks.
- (b) Suitable locations would be identified to provide more night-time parking spaces for commercial vehicles.
- (c) To include public vehicle car park in the private development sites, such as residential development at Mok Cheong Street, Ngan Hon Street, Wan On Street and Shansi Street, as far as the overall development design permits.
- (d) A two-year consultancy study on the parking for

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commercial vehicles commenced in December 2017 is on-going. The Consultants conducted about 300 parking surveys, collected 2,200 questionnaires, and attended 10 meetings with various trades, logistics companies and key stakeholders. The study, lasting for about two years, investigates the parking demand and supply situations in individual districts including the Kowloon City district with a view to formulating short³, medium and long-term measures to address parking and loading / unloading needs of commercial vehicles (such as goods vehicles, coaches and school buses). The Government will follow the principle of “single site, multiple uses” to provide public car parking spaces in suitable “Government, Institution or Community” facilities and public open space projects, with priority accorded to meeting the parking needs of commercial vehicles. TD is mindful of the Harbour Planning Principles and Guidelines and will provide a timely update to the Harbourfront Commission when more concrete findings have emerged during the course of the consultancy study.

HARBOUR PLANNING PRINCIPLES AND GUIDELINES

18. The proposal has taken into account the Harbour Planning Principles and Guidelines, in particular the following aspects:

- (a) ***Accessible Harbour:*** Our proposal starts an essential step to facilitate the implementation of the Hoi Sham Park Extension project, upon its completion a waterfront promenade with continuous pedestrian greenery walkway would be available providing more public spaces for recreation and leisure uses. On the other hand, the proposed re-tender of the two STT sites will allow off-street parking of around 70 coaches so as to minimize the burden of the busy public roads at Hung Hom and To Kwa Wan, and enhance the

³ Examples of short-term measures include (a) on-street night-time parking spaces for commercial vehicles; (b) parking spaces under flyovers; (c) on-street picking up / setting down points for coaches; and (d) parking of school buses inside school premises after school hours.

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accessibility for both nearby residents and tourists to the harbourfront area.

- (b) ***Proactive Harbour Enhancement:*** A total of approximately 173m long of waterfront would be freed up upon completion of the nearby Hoi Sham Park Extension project using the land released by the STT site at Chi Kiang Street and part of the STT site at Bailey Street. Greening is also proposed in the surrounding of the STT sites to promote active street frontage and further enhance the environment.
- (c) ***Sustainable Development:*** The operators of the subject STT sites will be required to disseminate parking vacancy information which will be helpful for drivers to identify available parking spaces, thus reducing unnecessary vehicle circulation on roads and hence less energy consumption cost. This would also help enhance traffic condition and improve air quality of the surroundings. With better traffic management plan facilitated by the availability of appropriate parking and PU/SD spaces (as evidenced by the successful experience for the re-opening of the AoS), the pedestrian, living and working environment for people would also be improved.

ADVICE SOUGHT

19. Against the above background and justifications, especially the imminent demand for coach parking in Hung Hom, To Kwa Wan and Tsim Sha Tsui, members' views on the proposed re-tender of two STT car parks at the proposed sites are hereby invited.

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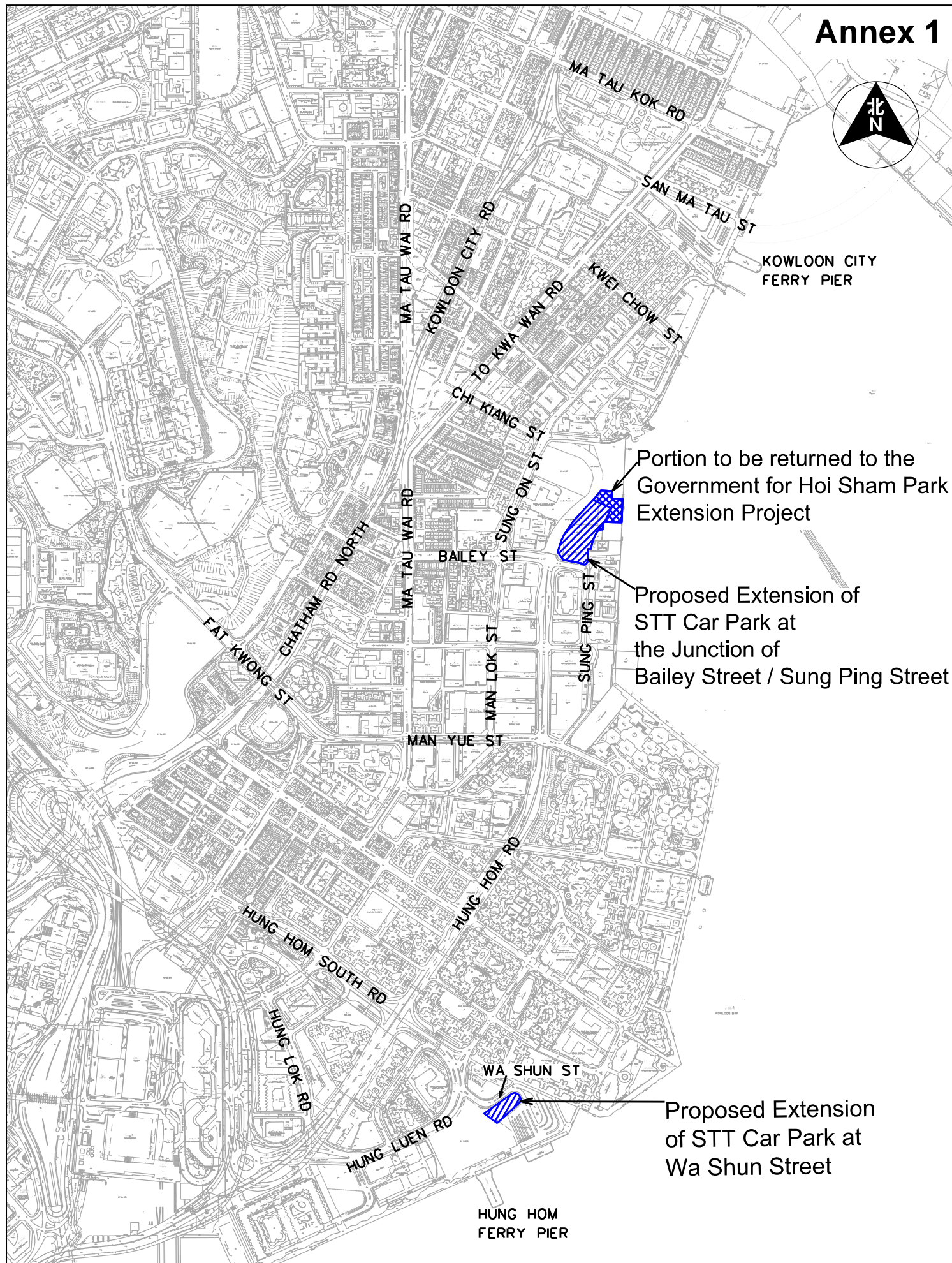
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Annexes

- Annex 1** - STT at Wa Shun Street and at the junction of Bailey Street/Sung Ping Street
- Annex 2** - Paper on Proposed STT for Fee-paying Public Car park discussed at meeting on 31 May 2017
- Annex 3** - Location plan of terminated STT car parks at Sung Wong Toi Road
- Annex 4** - Relevant papers to the Working Group on Concern about the Problems Caused by Coaches in the District under Traffic and Transport Committee of KCDC

**Transport Department
Tourism Commission
Kowloon City District Office
District Lands Office/Kowloon West
March 2019**

Annex 1



Title : STT at Wa Shun Street and at the junction of Bailey Street / Sung Ping Street

Scale: 1 : 10,000

Annex 2

Task Force on Harbourfront Developments in Kowloon, Tsuen Wan and Kwai Tsing

For discussion
on 31 May 2017

TFK/05/2017

Proposed Extension of Short Term Tenancy for Fee-paying Public Car park at (i) Wa Shun Street, Hung Hom, Kowloon, and (ii) the Junction of Bailey Street and Sung Ping Street, Hung Hom, Kowloon

PURPOSE

Subsequent to the discussion and endorsement at the Harbourfront Commission Task Force on Harbourfront Developments in Kowloon, Tsuen Wan and Kwai Tsing (“the Task Force”) on 9 March 2016 (vide the paper at **Annex 1**) on the Short Term Tenancy (STT) for Fee-paying Public Car park Government lands at (i) Wa Shun Street and (ii) junction of Bailey Street and Sung Ping Street, this paper seeks Members’ view on retender of the two STT car parks for a fixed term of 1 year certain and thereafter quarterly, with a view to relieving the lingering coach parking problems in Hung Hom, To Kwa Wan and Tsim Sha Tsui in the interim.

BACKGROUND

2. The traffic problems generated by coaches in tourism districts in the Kowloon City District, in particular the streets in the Hung Hom and To Kwa Wan Industrial Area (HHIA), have been a chronic concern in the local community. Other than local residents and District Council members, Legislative Council (“LegCo”) members have also demanded for effective improvement measures.

3. A few public roads in HHIA (including Man Yue Street, Man Lok Street and Sung On Street), where a number of jewellery shops, souvenir shops and restaurants serving meals for Mainland tours are concentrated, the roads remain hot spots for coach traffic throughout the day. Despite the staunch enforcement efforts by the Hong Kong Police Force (“HKPF”), illegal parking of coaches is rampant as many coach drivers choose to wait outside the shops/restaurants while their passengers are having meals or shopping. Given the saturated capacity of relevant roads, double parking is prevalent, generally leaving only one lane for through traffic. In recent months, it is noted that the coach parking problem has spread to other streets in the area, including Chi Kiang Street and To Kwa Wan Road. Besides enforcement actions, HKPF, together with the Tourism Commission (“TC”) and Kowloon City District Office (“KCDO”), have been liaising with the tourism trade to

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advise coach drivers to park their coaches in proper facilities, and not to illegally or to block road traffic when waiting for, picking up and setting down passengers, as well as staging publicity efforts against illegal parking. Additional traffic management measures, including designating more on-street spaces for loading /unloading (“L/UL”) of coaches and imposition of no-stopping restrictions, have also been put in place to help ease traffic congestion thereby facilitating transport flow. For examples, 10 additional metered coach parking spaces will be provided at the existing metered coach parking area adjacent to Hong Kong Coliseum and 3-4 nos. coach parking spaces will be incorporated in a development project near the HHIA.

4. In Tsim Sha Tsui (“TST”), the traffic problems arising from the pick-up and drop-off activities of visitors to the Avenue of Star (“AoS”) and TST Waterfront have been slightly improved, possibly due to the provision of additional coach parking spaces in Wa Shun Street, and the refurbishment and the temporary closure of the AoS and Salisbury Garden. Extending the STT car park at Wa Shun Street is essential in sustaining the momentum of improvement. In addition, with the reopening of the Salisbury Garden scheduled for August 2017 and the AoS in the fourth quarter of 2018, the continual provision of coach parking spaces in this site would help prevent the revival of traffic congestion problems.

5. Amid the efforts mentioned above and repetitive intensive enforcement efforts exercised by the HKPF, the traffic situation in certain roads has improved. That said, relevant LegCo and District Council members, as well as local residents, understand that the trade has genuine parking demand in the said districts and the shortage of parking spaces for tourist coaches would further aggravate the problem of traffic congestion. In this regard, they have suggested that the Government provide more coach parking spaces. The use of the two STT sites at Wa Shun Street and the junction of Bailey Street and Sung Ping Street are generally supported by the Kowloon City District Council and the local community since its operation in August 2016, for its effect in addressing the short term parking need of coaches/good vehicles in the districts.

6. The STT car parks at Wa Shun Street and the junction of Bailey Street and Sung On Street will expire in July and August 2017 respectively. Having examined the current traffic conditions in Hung Hom/To Kwa Wan and TST, and all the available interim options, it is proposed to retender the STT car parks upon the expiry of their current tenancies. These two sites, which are respectively located in the vicinity of the hot spots for coach traffic in HHIA and within a few minutes’ ride from those hot spots in TST, will be ideal parking areas for coaches requiring visitor pick-up and drop-off.

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SITE INFORMATION

(i) STT at Wa Shun Street

7. The site is adjacent to the Hung Hom Ferry Pier Bus Terminus. It is zoned “Open Space” on the draft Hung Hom Outline Zoning Plan No. S/K9/25. As an interim solution to address the traffic problems generated by coaches in particular along the Salisbury Road of TST, the STT car park in Wa Shun Street was set up subsequent to consultation with the Task Force on 9 March 2016. It is noted that the urban park in front of Hung Hom Ferry Pier, where the current STT car park of Wa Shun Street is situated, has recently been earmarked for implementing harbourfront enhancement initiatives with a view to further extending the waterfront promenade along both sides of the Victoria Harbour. There would be a time period of two to three years before the site is to be used for permanent development and we would like to continue making use of it.

8. The site provides about 20 coaches (i.e. non-franchised buses) parking spaces. As the site is in the vicinity of Tsim Sha Tsui East, it can serve as a waiting area for coaches heading for picking up and dropping off visitors to the Tsim Sha Tsui Waterfront Promenade and nearby areas. Coach drivers can reach Tsim Sha Tsui Waterfront Promenade in around five minutes’ time. Site survey results indicated that the number of coaches/goods vehicles parked at the average day-time and night-time rates are about 85% (17 nos.) and 45% (9 nos.) respectively which reflects a moderately high demand for coach parking spaces.

(ii) STT at the Junction of Bailey Street and Sung Ping Street

9. The site is mainly zoned as “Government, Institution or Community” “Open Space” and a minor portion of “Other Uses”. For the “Government, Institution or Community” portion, which is earmarked for school development, the Education Bureau has confirmed that there is yet to be any programme for the proposed school. The “Open Space” and “Other Uses” portion would be required for the Hoi Sham Park Extension project scheduled to be launched in the coming five years.

10. Currently, 50% of the site is restricted to the parking of coaches/goods vehicles with about 70 parking spaces, while the remaining 50% of the site will be open for parking of other types of motor vehicles. The average utilization rates of the STT car park for coaches/goods vehicles during the daytime and nighttime is about 35% (25 nos.) and 70% (50 nos.) respectively. Owing to proximity of the site to tourist hotspots of HHIA and the overall shortfall of coach parking spaces in the area, it is considered necessary to deploy the site for temporary car parking purpose in the interim to help relieve the coach parking problem in the area. The future tenant shall at

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any time upon demand by the Government redeliver the land required by LCSD for implementation of Hoi Sham Park Extension project.

JUSTIFICATIONS FOR THE EXTENSION OF PROPOSED STTs

11. Against the above background, making use of the sites at (i) Wa Shun Street and (ii) junction of Bailey Street and Sung Ping Street for temporary fee-paying coach parking purpose are considered necessary on the grounds set out below:

(a) To meet the imminent demands of temporary car parking spaces

There are keen and imminent demands for parking spaces in the tourism districts of Hung Hom, To Kwa Wan and Tsim Sha Tsui which are evident by high utilization rate of the STT carparks. In addition, Members of the Kowloon City District Council (“KCDC”), alongside with residents of the Kowloon City District, are concerned with the community problems caused by illegal parking of coaches in Kowloon City District. Indeed, KCDC has identified nuisance caused by tourism in the District as a problem which should be tackled by additional resources under KCDO’s District-led Action Scheme. In this regard, KCDO has recruited additional manpower to serve as District Tourism Ambassadors to advise coach driver to obey relevant traffic rules, among other duties.

(b) Local community’s support

Since the opening of the STT car parks in July and August 2016, we have been monitoring closely the situation of coach parking in the area. In light of the traffic conditions in the District, which will be further discussed in part (c) below, and given the provision of proper pedestrian facilities, residents nearby have had minimal concerns over the operation of the subject STT, which was intended to alleviate the problems caused by shortage in parking, loading and unloading spaces for coaches in Hung Hom and To Kwa Wan area. The local community is supportive of the proposal.

KCDC set up the “Working Group on Concern about the Problems Caused by Coaches in the District” (thereafter called “Working Group”) under Traffic and Transport Committee has held four meetings since 2016. The Working Group has repeatedly requested for both long-term and short-term effective improvement measures to alleviate the problems caused by shortage in parking spaces for coaches in Hung Hom and To Kwa Wan area. The request for additional coach parking spaces is also supported by

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majority of the KCDC members (vide **Annex 2**) for relevant papers extracted.

(c) Current traffic conditions

We have reviewed the current traffic conditions of TST and HHIA. The coach parking problems at the concerned areas remain significant and show signs of contagion to other locations including Chi Kiang Street and To Kwa Wan Road in the HHIA. Notwithstanding the provision of additional parking spaces at the STT carparks, the Police has issued 2,178 and 49 fixed penalty tickets against coaches in 2016 in Hung Hom area and Salisbury Road respectively, and received 3,595 and 123 cases of complaint at Mainland Tours hotspots in Hung Hom area and Salisbury Road respectively during the same period. Specifically, in the Hung Hom area, traffic complaints received in the first quarter of 2017 stands at 522, representing a 141% increase compared with 217 in the same period in 2016. While the HKPF will continue to step up enforcement efforts, the sizable figures and significant increase underscore the genuine needs to increase the provision of relevant coach parking facilities to alleviate the problems caused by shortage in parking, loading and unloading spaces for coaches in the District.

LONG TERM PLAN FOR COACH PARKING IN TSIM SHA TSUI AND HUNG HOM

12. TD is actively taking the following measures to meet the coach parking demand in the longer term:

- (a) Commence a two-year consultancy study on the parking for commercial vehicles in 2017.
- (b) Monitor provision in STT car parks. For new STT car parks or when the STTs of existing car parks are renewed, the Government would impose conditions stipulating the provision of a minimum number of parking spaces for coaches at the concerned car parks.
- (c) Continue to identify suitable locations to provide more night-time parking spaces for commercial vehicles.
- (d) Strive to provide more parking spaces and picking up/setting down facilities for coaches

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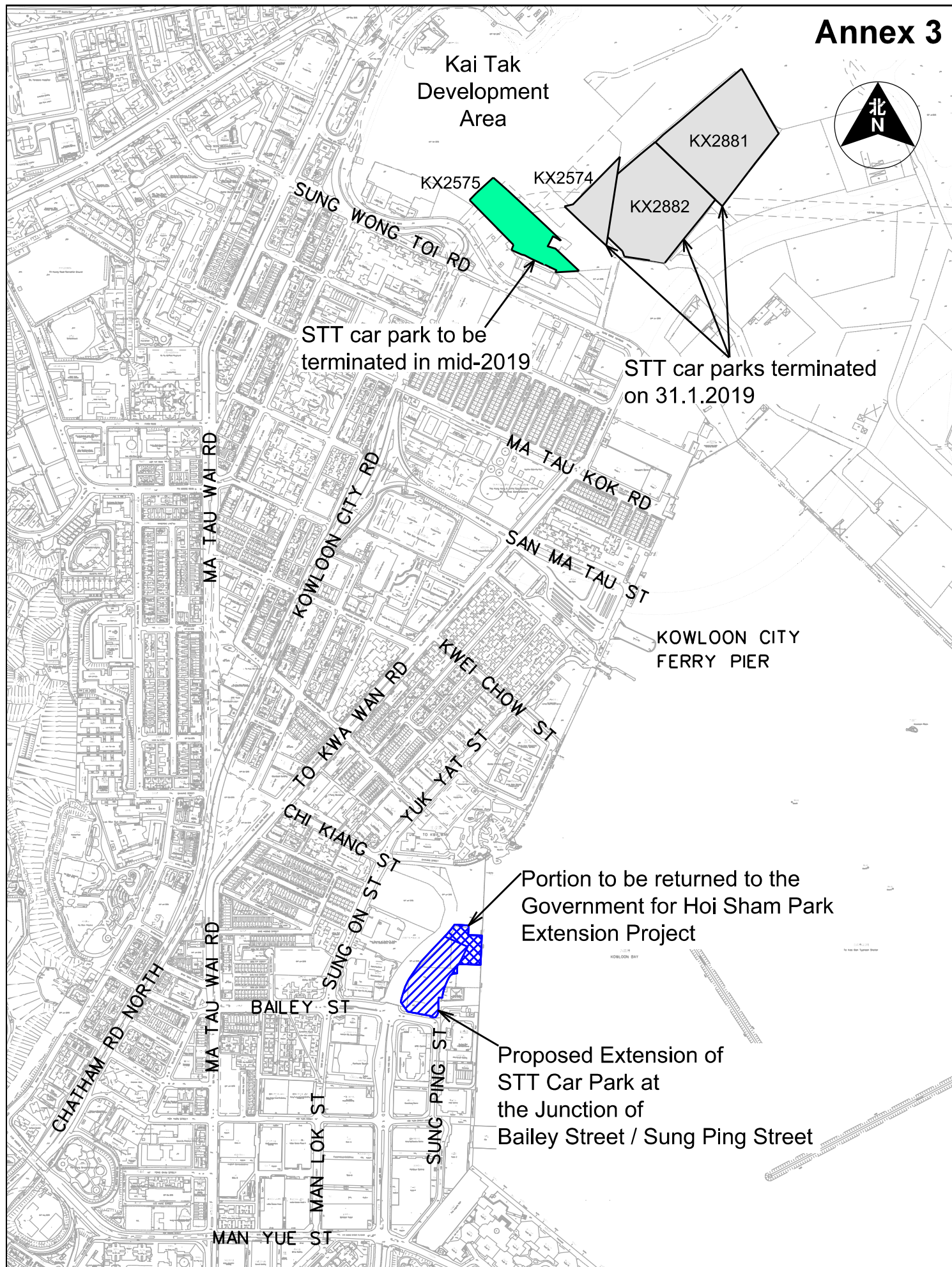
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ADVICE SOUGHT

13. Against the above background and given the above justifications, especially the imminent demand for coach parking in Hung Hom, To Kwa Wan and Tsim Sha Tsui, members' views are hereby invited to retender the two STT car parks.

(Annexes **Annexes**
not included **Annex 1** - Paper on Proposed Short Term Tenancy (STT) for
to avoid **Annex 1** - Fee-paying Public Car park discussed at 9 March 2016'
bulk meeting
submission) **Annex 2** - Relevant papers to the Working Group on Concern about
the Problems Caused by Coaches in the District under
Traffic and Transport Committee of KCDC

Transport Department
Tourism Commission
Kowloon City District Office
District Lands Office/Kowloon West
May 2017



Title : Location plan of terminated STT car parks at Sung Wong Toi Road

Scale: 1 : 8,000

Annex 4

九龍城民政事務專員
郭偉勳 先生，JP

要求批准庇利街與崇平街交界處政府用地□

以短期租約形式設立臨時停車場

近年訪港遊客人數屢創新高，當中不乏大量內地遊客以廉價旅行團赴港，行程包括到九龍城土瓜灣及紅磡等光顧專門接待內地遊客的商店及食肆，導致這些舊區不時湧現旅遊巴停泊及上落，路面長時間被佔用下，既令這些舊區的交通不勝負荷，亦令當區居民生活不便，加劇居民與旅客之間的矛盾，甚至釀成衝突。

旅遊巴違泊問題存在已久，現時議會聯同民政事務處、運輸署、警方等部門以及旅遊業界專門針對上述問題，試行不同的緩解方案，包括邀請旅遊業界商討，警方加強執法、增設旅遊巴禁區、推出旅遊約章、增聘地區旅遊大使等。

經過多年觀察及不斷的優化，我們認為庇利街與崇平街臨時停車場承接大型旅遊巴的能力已經大大提升，臨時停車場現時已能夠有效舒緩區內旅遊巴「迫爆」九龍城區的情況，我們認為臨時停車場是現時各個緩解方案當中不可或缺的一個重要環節！

為此，我們懇請郭專員能夠正視當區居民面對的困擾，協助爭取批准庇利街與崇平街臨時停車場以短期租約形式設立臨時停車場。

立法會議員 九龍城區議員
李慧琼，JP

九龍城區議會主席
潘國華議員

九龍城區議員
吳奮金 吳寶強 關浩洋 林德成

2019 年 3 月 15 日

九龍城區議會轄下交通及運輸事務委員會
關注旅遊巴在區內引致的問題工作小組
吳奮金 主席

要求嚴肅解決內地團對社區引來的各種問題

土瓜灣及紅磡區近年成為招待內地旅行團到訪用膳及購物的地點，區內的公共設施根本無法承受大量旅客及旅遊巴，違例泊車及大量旅客經常聚集、停留，影響交通及行人通道，居民生活造成莫大滋擾。

據業界估計，訪港的內地低價團每年達到 500 萬人次，當中超過九成每日三餐以至定點購物，都會安排到九龍城區。而自港珠澳大橋及高鐵通車以來，每天到訪九龍城區的旅巴及旅客持續增加，以這個傳統舊區來看，每年要接待數百萬旅客，根本是一個不可能的任務。

不少專門接待入境團旅客的食肆和商店，鄰近街道有大量旅遊巴停泊上落，不時出現雙泊，甚至三排停車的情況，加劇交通壓力，更對途人構成安全隱患。晚上，旅巴更塞滿碼頭一帶的道路，以接待維港遊的旅客，令附近交通嚴重受阻。而在定點購物的店舖外，旅客霸佔行人路問題已累積不少民怨，旅客與居民的矛盾衝突，越積越深。地區亂象處處，每日都在挑戰當區居民的底線。

我們過去多次在不同會議上反映因接待內地旅行團所引致的交通、環境等社區問題，亦不斷與相關部門、執法當局聯繫協調，要求加強執法，打擊旅巴違泊；更向不同持份者轉達投訴，但問題長期以來未獲正視，導致情況持續惡化，對居民造成極大困擾，社區怨氣積聚。

為此，我們要求：

1. 相關部門與內地旅遊局協商，減少劊客旅行團到港的配額數量；
2. 限制使用馬頭角公眾碼頭泊位時間及關閉景雲街登岸梯級，把接待維港遊的劊客旅行團移至其他更合適的地方上落；
3. 在貴州街、新碼頭街（近偉恆昌新邨的一段）、朗月街、下鄉道及浙江街全面增設旅巴禁區；
4. 要求警方及旅遊大使等在每天人流高峰時段派駐人手，硬性要求旅巴在指定不影響交通的地方上落客，維持秩序，疏導人流；

5. 責成旅議會立即停止為九龍城區專門接待割客旅行團的商鋪做登記，及取消違規和對區內環境做成嚴重影響的商鋪登記。

民建聯九龍城支部
九龍城區議員：
潘國華 關浩洋 吳奮金

二零一八年十二月二十日



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



九龍城區議會(土瓜灣南)
Kowloon City District Council
(To Kwa Wan South)

林 博

議員辦事處
Lam Pok Council Office

交通及運輸事務委員會

關注旅遊巴在區內引致的問題工作小組

吳奮金 主席

強烈要求設立旅遊巴上落專區，緩解旅客擁擠行人路問題

九龍城是旅遊巴違泊的主要黑點，違泊情況不但導致交通堵塞，而且上落區的街道經常被擠爆，其他行人不得不走出馬路徒走。本人一直與旅遊業界、各政府機構研究解決問題的措施，但目前旅遊巴違泊的情況和旅客阻塞街道仍未得到有效的改善，居民的投訴仍持續不斷。

有鑑於此，本人建議：

- (1) 強烈要求設立旅遊巴上落專區，緩解旅客擁擠行人路問題；

九龍城區議會

林博議員 謹啟

2018 年 12 月 19 日

交通及運輸事務委員會

關注旅遊巴在區內引致的問題工作小組

吳奮金 主席

關注緩解旅遊巴停泊壓力和旅客擁擠行人路之措施的落實進度

九龍城是旅遊巴違泊的主要黑點，違泊情況不但導致交通堵塞，而且對路面交通安全造成嚴重的威脅。我們一直與旅遊業界、各政府機構研究解決問題的措施，但目前旅遊巴違泊的情況仍未得到有效的改善，居民的投訴仍持續不斷。

有鑑於此，我們在此查詢：

- (1) 香港旅遊業議會之前的緩解旅遊巴停泊壓力和旅客擁擠行人路的措施落實情況；
- (2) 旅遊巴使用庇利街與崇平街臨時停車場的續約進度及興建其他臨時停車場的建議情況；

九龍城區議員

余志榮 林博

2018 年 1 月 22 日

九龍城區議會轄下交通及運輸事務委員會
關注旅遊巴在區內引致的問題工作小組
吳奮金主席

制定針對性政策 改善「旅遊巴士違泊」和「旅客阻塞行人通道」問題

土瓜灣及紅磡區近年一直受「旅遊巴士違泊」和「旅客阻塞行人通道」的問題所困擾。一直以來，我們多次在不同的會議上反映及建議各部門制定措施，要求改善有關情況。及後《地區旅遊大使》、《九龍城區不同持份者接待訪港旅客維持道路安全、秩序約章》、《加強警務人員進行巡邏》、《浙江街延路正式通車》等多個措施先後出臺，意在改善上述問題。但經過多個月的觀察，上述措施卻未有明顯實效，而「旅遊巴士違泊」和「旅客阻塞行人通道」兩項問題，繼續成為居民揮之不去的夢魘。

於九月下旬，「旅客阻塞行人通道」的問題更趨嚴重(見附件)。於用膳時段，相關接代來港旅客的食肆和商店，對出的行人路總是擠滿旅客，人流如潮，嚴重影響居民出入。以「九龍城區地區事務」為主題的網上社交平台，在相關相片上傳後，隨即惹來居民們的口誅筆伐，留言逾百。由此可見，有關問題已令區內民怨四起，必須嚴肅處理。

相關業界持份者的管理層，雖然多次表示願意配合，共同改善問題；然而按觀察所見，其前線的職員卻未有依從約章所協定，作出相關設施，任由旅客阻塞行人通道；而旅遊巴司機只要在警務人員不在場的情況之下，便會違泊上落乘客.....以上事例說明，單靠「持份者自律令問題有所改善」，此舉並不理想。為此，政府必需制定針對性的政策，同時嚴厲進行執法，方能解決問題消除民怨，我們提出的建議如下：

1. 在貴州街、浙江街一帶設置旅巴禁區，禁止車輛胡亂上落停泊；
2. 加強美景街旅巴禁區執法，杜絕違例停車上落客；
3. 在紅磡及土瓜灣區騰出部分空地用作臨時停車泊位；
4. 底利街及華信街的臨時旅巴停泊處盡快投入服務；
5. 增聘旅遊大使，加強人手在旅客聚集較多的地方，協助疏導交通、維持現場秩序；
6. 引入發牌制度及經營規例，如同酒吧，凡食肆店在續牌經營時，如未能管理妥善而對鄰近民居造成滋擾，可以不獲經營牌照；
7. 定期邀請相關持份者，如旅遊業議會代表等出席會議，商討解決問題。

祈希有關部門能盡快採取改善措施，以解居民的困擾，消除民怨。

民建聯九龍城支部
九龍城區議員
李慧琼 潘國華 關浩洋
吳奮金 林德成

二零一七年九月廿九日

偉恆昌村行人路塞滿內地團旅客

